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365bhp, RWD, manual Why baby M3 will be ultimate driver's BMW

The E30 M3's
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VW scandal
latest

haymarket



REVEALED



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The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

ford.co.uk/mondeo



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Practical but potent: VW Golf R Estate vs Audi RS4 Avant



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AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

DRIVE

Skoda Octavia vRS 230

The fastest Octavia yet and worth its £26k price



NEWS

Tokyo motor show

Our full preview of this month's Japanese show



BLOG

John McIlroy

Is this the best Tokyo show line-up in years?



BLOG

Rory White

It's time to sell my £500 Jaguar XJ



DRIVE

Volvo S60 Polestar

Is this hot S60 a match for its German rivals?



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Workers told by VW Group boss: "This won't be painless"

Troubling times lie ahead for VW Group

THERE'S A SENSE of foreboding in the words of Matthias Müller, the new boss of the crisis-hit Volkswagen Group.

"We will review all planned investments, and what isn't absolutely vital will be cancelled or delayed," he told workers at Volkswagen's Wolfsburg headquarters last week. "I will be completely clear: this won't be painless."

As the wide-ranging implications of the emissions testing scandal become clearer, so Volkswagen is beginning to count the potential financial cost of its actions.

It is likely to run into billions, hence Müller's blunt warning that the company could have to cut future expenditure, planned commitments and perhaps even some of its assets.

We are potentially looking at a Volkswagen Group of a different size and scope from the global powerhouse to which we have become accustomed.

If investments such as R&D are sacrificed to pay for the fines and legal battles that VW faces, it could have a counterproductive effect on the company's quest to drive down the emissions of its future vehicles. It's a potential irony that undoubtedly won't be lost on Müller.



MATT BURT EDITOR

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THIS WEEK

News to share? Call 020 8267 5351/5782 e-mail tom@autocar.co.uk



New baby M car out to

BMW's rear-wheel-drive M2 coupé packs 365bhp from turbocharged straight six for 0-62mph in as little as

BMW's M division is fighting back against Mercedes-AMG's headline-grabbing, 376bhp A45 4Matic with the new, 365bhp M2, a car it claims delivers an even richer driving experience both on the road and at the track.

Pictured here in production guise for the first time ahead of a planned public debut at the Detroit motor show in January, the eagerly anticipated M2 is the indirect successor to the short-lived 1 Series M Coupé produced in limited numbers from 2010.

When it goes on sale here next April, the M2 will be priced at £44,070 in manual form and £46,575 in M DCT automatic guise, pitching it

about £10k below the larger and more powerful M3, which until now has been the entry point into BMW's M car line-up.

Together with the newly facelifted £39,995 A45, the M2 will be a rival to the £39,950 Audi RS3 Sportback when sales begin.

Unlike its highly rated four-wheel-drive hatchback rivals, the rear-wheel-drive M2 maintains a rich tradition for coupé models at BMW's M division, harking all the way back to the original M3.

As a result, BMW's M division boss, Franciscus Van Meel, is also counting on competition from the Porsche Cayman S, which starts at £49,473, for the new M2.

At the heart of the new price-leading M car is a heavily modified version of BMW's six-year-old N55 petrol engine. The turbocharged 3.0-litre straight six has been heavily reworked by M division engineers to provide the sort of performance, response and aural character expected of a full-blown M car engine.

Unlike the older twin-turbo N54 engine used in the 1M and the newer S55 twin-turbo unit found in the M3, the M2's aluminium-block engine relies on a single turbocharger that uses a twin-scroll process to boost induction, as with BMW's regular six-cylinder petrol-engined models.

Despite this fundamental

difference, the reworked N55 engine adopts the same pistons, crankshaft bearing shells, exhaust system elements and other as yet unspecified components as the S55 powerplant. It also uses similar Valvetronic variable valve control and Double Vanos variable camshaft control processes.

The result is a peak power output of 365bhp at 6500rpm, giving the M2 60bhp less than the M3 but 30bhp more than the 1M. In combination with a claimed kerb weight of 1495kg – 40kg more than the M235i on which it is heavily based – it also gives the new BMW a power-to-weight ratio of ➔



*The reworked engine
provides the performance
expected of an M car*



beat Merc A45

4.3sec; on sale in the UK from next April, with prices starting at £44,070



How the M2 compares with its rivals



	BMW M2 M DCT	MERCEDES-AMG A45 4MATIC	AUDI RS3 SPORTBACK	PORSCHE CAYMAN S PDK
Price	£46,575	£39,995	£39,995	£50,705
Power	365bhp	376bhp	362bhp	321bhp
Torque	343lb ft	350lb ft	343lb ft	273lb ft
Engine	6 cyls, 2979cc, turbo, petrol	4 cyls, 1991cc, turbo, petrol	5 cyls, 2480cc, turbo, petrol	6 cyls, 3436cc, petrol
Transmission	7-spd dual-clutch auto	7-spd dual-clutch auto	7-spd dual-clutch auto	7-spd dual-clutch auto
0-62mph	4.3sec	4.2sec	4.3sec	4.9sec
Top speed	155mph	155mph	155mph	174mph
Economy	35.8mpg (combined)	40.9mpg (combined)	34.9mpg (combined)	34.4mpg (combined)
CO₂	185g/km	162g/km	189g/km	190g/km

An overboost function raises peak torque during kickdown



M2 is smaller than the M3 overall but shares its track widths

← 244bhp per tonne, which is marginally better than the 242bhp per tonne of the Mercedes A45 4Matic.

M division is keen to talk up the torque qualities of the engine, but the 343lb ft produced between 1400 and 5560rpm is 62lb ft less than that of the M3 and 26lb ft less than that of the 1 Series M Coupé. However, an overboost function, activated during kickdown, raises peak torque to 369lb ft between 1450 and 4750rpm for what BMW describes as an “extra-linear” delivery.

Buyers can choose between a standard six-speed manual gearbox featuring a throttle-blip function, or an optional seven-speed DCT dual-clutch automatic gearbox with the choice of both manual and automatic modes, Comfort, Sport and Sport + driving modes, launch control and a so-called Smoky Burnout function, which allows wheelspin off the line. With the DCT gearbox, the kerb weight increases by 25kg to 1520kg.



Interior embellishments include an M Sport steering wheel, new instrument graphics, sports seats and a kneepad on the centre console



MATT PRIOR

Will it be worth the wait?



I REMEMBER THE fever before the 1 Series M Coupé was officially announced. Might it be, we wondered, a basic, lightweight, thin-tyred, four-piston rev monster in the style of the original E30 M3?

Well, no, it wasn't. It had a big six-cylinder engine and fat old tyres. At first, you might have almost been disappointed, but it turned out that it was an immense giggle. It has also set the precedent for subsequent sub-3 and 4 Series M cars,

whose mould this M2 is clearly from.

The M2, then, carries on from where the 1 Series M Coupé left off, which is extremely encouraging. The M235i from which the M2 is spawned has already on these pages seen off an M4 and an Alpina version of the same in a group test. We loved that the 2 Series was lighter, more agile and equally as engaging. All it needed, we pondered, was a bit more M-ness. And now it's set to get it. Goody.

As on all M cars, an electronic limited-slip M-differential, with a fully variable locking effect, is standard.

With the standard manual gearbox, BMW says the M2 accelerates from 0-62mph in 4.5sec. With the DCT fitted, a lower first gear ratio and the effectiveness of the launch control reduce the time to 4.3sec. By comparison, the facelifted A45 hits 62mph in a claimed 4.2sec. The M2's nominal top speed is limited to 155mph, but buyers can specify a driver's package which raises it to 168mph.

The bullish-looking M2 is visually differentiated from lesser 2 Series coupé models by a number of exterior design changes, all described by BMW as being functional elements.

Included is a new and heavily structured front bumper with winglets used to channel cooling air to enlarged ducts, a subtly modified kidney grille featuring a BMW M logo, wider front and rear wings, a new side feature line and chrome highlights

housing the repeater lights ahead of the doors.

Further back, there are wider sills, a small boot lip spoiler and a prominent rear bumper housing an integral diffuser with M division's signature quad tailpipes.

Together, the exterior design changes are claimed to reduce drag by 5% as well as reduce lift by up to 35% over the standard 2 Series.

The M2 is clearly the smallest of all current M cars. With a length of 4468mm, width of 1854mm and height of 1410mm, it is 202mm shorter, 21mm narrower and 10mm lower than the M3. It also has a wheelbase that is 117mm shorter than that of the M3, at 2693mm.

The latest M car rides on a largely bespoke chassis, which features tracks that are increased in width by a substantial 64mm at the front and 71mm at the rear over those used by the current range-topping 2 Series model, the M235i, at 1579mm and 1601mm respectively. They're

essentially the same tracks used by the M3 and its two-door sibling, the M4.

Additional bracing between the suspension towers helps to boost the rigidity of the 2 Series coupé's steel body. M division has also dispensed with rear bushings, with the M2's rear axle subframe bolted directly to the structure.

The suspension, featuring MacPherson struts up front and a five-link arrangement at the rear, also receives a number of lightweight components, including forged aluminium control arms and wheel carriers, in order to lower the unsprung weight by a claimed 3kg. The springs, dampers, front bushings, roll bars and electro-mechanical steering system are also all uniquely tuned.

The new BMW rides on 9Jx19in front and 10Jx19in rear wheels shod with 245/35 and 265/35 Michelin Pilot Super Sport tyres respectively. Featuring a double-spoke design, the



M2's 3.0-litre turbo straight six produces 365bhp at 6000rpm

wheels house 380mm front and 370mm rear steel disc brakes, which are acted upon by four-piston front and two-piston rear calipers.

Inside, the M2 continues the tradition of subtle sportiness evident in all recent BMW M division offerings. Changes include unique instrument graphics, a leather-bound M Sport steering wheel (with integral paddles on models equipped with the dual-clutch automatic gearbox), sport seats in black leather with adjustable side bolsters,

an aluminium footrest and a centre console-mounted kneepad for the driver.

The M2 will be launched in a coupé bodystyle only. Rumours have suggested that M division is preparing a convertible variant, although this is denied by insiders, who say the new car is being positioned first and foremost as a performance car that will serve as a springboard for a number of racing variants, including a possible track-only GT4 model in the future.

GREG KABLE



Chiron, the Veyron successor, looks likely to be put on hold now

Bugatti's future at risk

VW-owned hypercar maker faces the prospect of its new-model plans being delayed or cancelled

The future of Bugatti is under threat, after new Volkswagen Group boss Matthias Müller told German media he is looking to cut costs and model development in the wake of the company's emissions scandal.

Autocar understands that although investment in mainstream VW models will continue, development of non-core models – including the next-gen VW Phaeton and the Veyron successor of VW-owned Bugatti – could be halted.

Müller told workers at VW's Wolfsburg HQ: "We will review all planned investments, and what isn't absolutely vital will be cancelled or delayed. I will be completely clear: this won't be painless."

"In addition to the huge financial loss, this crisis is primarily a crisis about a loss

of confidence. It affects the core of our company and our identity, our cars and the essence of the brand: solidity, reliability and credibility."

Müller added: "Our most important task will be to regain lost confidence with our customers, partners, investors and the general public. The first step will be a fast and relentless examination and explanation. Only when everything comes to the table, only when things are completely explained, only then will people trust us again."

"Believe me, I, too, am impatient. But in this situation, in which we are dealing with four brands and many models, care is more important than speed."

"The technical solutions to the problems are in sight. By contrast, the business and financial consequences are not yet foreseeable."

VW has already set aside €6.5 billion (£4.7bn) to cover the costs of the scandal, but many industry commentators believe that figure will rise, possibly threefold. Since the scandal broke, VW's share price has fallen by almost half.

The VW Group has also admitted its cars could "theoretically" have used its manipulation software during European emissions tests, but it is trying to establish whether doing so would be illegal.

Asked by Autocar if VW had established whether the so-called defeat device was employed during European emissions testing, a spokesman said he could only confirm that "the software used in some diesel vehicles can theoretically detect a dynamometer set-up and influence the emission strategy". He added: "So far as

we know today, only vehicles with diesel engines by code EA189 are affected."

The spokesman also raised the possibility that, even if VW Group cars are found to have employed the software manipulation system in European tests, it may not breach regulations. "It is not certain whether this function can be categorised as a defeat device under European standards," he said.

Müller has confirmed that technicians are close to revealing a technical solution to the defeat devices on affected cars. He said some cars will require only a software upgrade but others will also need hardware modifications.

When questioned by the US House of Representatives, the boss of VW's US operations, Michael Horn, said most cars in

America will require more than a software update, and VW is exploring adding a selective catalytic reduction system on around 325,000 cars. For later cars, a simple software fix or a new sensor could be all that is required, he said.

Horn said the changes should not affect fuel economy but could have a slight impact on performance. If this is the case, there is a chance that VW will offer compensation to its owners, but the precise form this would take has not yet been clarified. "We will look to compensating our customers if there is a significant impact on performance," he said.

However, Horn said this would not take the form of a full refund. He said: "Our plan is not to buy back the inventory. It is to fix the cars."

GREG KABLE/TOM WEBSTER



HILTON HOLLOWAY

Will VW have to break up?



OFFICIALLY, VW HAS set aside almost £5 billion for the 'dieselgate' costs, but analysts are betting on a final bill of around £18bn – a sum that would probably be enough to pay for the next 10 generations of the Golf.

In circumstances as dire as these, a company like VW would be at risk of being bought up by hostile bidders and then broken up.

However, the founding Porsche and Piëch clan own just over 52% of VW. Another 20% is owned by the Germany state of Lower Saxony. Neither of these shareholders is going to sell up, so VW is safe from a hostile takeover.

The commercial truck division is the outlier for VW. Both Scania and Man make money (£700m for Scania, £282m for Man). If VW's financial situation worsens, these two could be sold off to raise cash.

But the real cost saving will be at the bloated VW brand. VW sold 6.1m cars in 2014 but turned a margin of just 2.5%. The real cost cutting will have to come here, where margins should be around the 7% that Skoda achieved.

But if VW ends up being hit financially very hard, like BP was after the oil spill in the Gulf of Mexico, selling some of the family silver might be unavoidable.

Five things the VW Group could ditch to save cash

**BUDGET BRAND**

The VW Group has been working on a low-cost sub-brand for emerging markets for years. But every time the bean counters run the numbers on what the engineers are proposing, they say it doesn't stack up. Expect VW to park this and focus on making the next Up, Mii and Citigo more of a success.

**NEXT-GENERATION PHAETON**

VW's flagship has never earned its keep, and it's harder than ever now to see the potential market for a £60,000 saloon with a VW badge on the grille. The next generation of the Phaeton is due soon, but it could be postponed – or even shelved altogether.

**BUGATTI**

The idea of a €1 million-plus hypercar in your line-up when you're desperate to appear humble in the eyes of the wider public is an awkward one. Wilder speculation says Bugatti could be sold off. A more likely scenario is that the Veyron's successor, the Chiron, will be delayed until the heat dies down.

**MOTORSPORT**

VW has just won the World Rally Championship title for the third time and has only just started developing a Polo for the next set of regulations, due to come into force in 2017. The money involved is a drop in the ocean. But the PR effect of still going rallying while losing staff and axing road-going projects may prove more of a hurdle to continued motorsport involvement.

**NICHE MODELS**

A hardcore VW Golf GTI that costs more than £35k and can hit 62mph in under 4.0sec is a tough sell for a brand desperate to appear in tune with the mainstream customer. So the R400 could be put on the back burner. Bentley's baby V8 sports car could be another victim. The UK brand may be forced to focus on the sold-out Bentayga instead.

FIVE THINGS WE LEARNED ABOUT THE VW SCANDAL THIS WEEK

1 Company bosses only learned about the defeat device on about 3 September, according to VW US boss Michael Horn, although it knew of irregularities in spring 2014.

2 The use of defeat devices was not a company-wide plan, apparently. "This was not a corporate decision as far as I know," said Horn. "It was a couple of software engineers."

3 Horn claims to have been kept in the dark about the devices. "I agree it's very hard to believe [that it was only a couple of engineers]," he said. "Personally, I struggle as well."

4 The first recalls of cars affected by the emissions scandal are due to start in January and VW hopes to have fixed all affected vehicles by the end of 2016.

5 Prosecutors are continuing their investigation and German officials have searched VW's Wolfsburg headquarters as part of the process.



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Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4 (7.9) – 52.3 (5.4), Combined 35.3 (8.0) – 134.5 (2.1). CO₂ Emissions range from 186 – 49g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

OFFICIAL PICTURES



Revised 4 and 4S coupé, cabriolet and Targa will be unveiled in LA

New 4WD 911s go turbo

Porsche reveals facelifted four-wheel-drive 911s with turbocharged engines

The roll-out of the 2016 model-year Porsche 911 has gained momentum with the unveiling of the facelifted Carrera 4 and Carrera 4S in coupé and cabriolet body styles, along with the Targa 4 and Targa 4S.

Set to make their public debuts at next month's Los Angeles motor show before UK deliveries start early next year, the wide-bodied, four-wheel-drive 911 models adopt similar modifications to their rear-wheel-drive siblings, revealed at last month's Frankfurt motor show.

Most significant among the mechanical changes is the new twin-turbocharged 3.0-litre horizontally opposed six-cylinder engine. It replaces the naturally aspirated 3.4-litre six-cylinder unit in the 911 Carrera 4 and Targa 4.

The new powerplant delivers an extra 20bhp and 45lb ft, with 365bhp now available at 6500rpm and 332lb ft from 1700rpm through to 5000rpm.

In the 911 Carrera 4S and Targa 4S, it replaces the naturally aspirated 3.8-litre horizontally opposed six-cylinder engine. It offers a similar 20bhp and 45lb ft increase, with 414bhp and 369lb ft now available.

The four-wheel-drive 911 Carrera 4 and 4S coupé manage 0-62mph in 4.1sec and 3.8sec respectively – 0.1sec quicker than before – with the optional PDK dual-clutch automatic gearbox. The top speed has also increased, with the Carrera 4S coupé now reaching a claimed 190mph.

Porsche says its new twin-turbo engine is up to 12% more economical than before, with the Carrera 4 Cabriolet and Carrera 4S Cabriolet achieving 35.8mpg and 35.3mpg respectively. Figures for the coupé are yet to be revealed.

As with facelifted rear-wheel-drive 911 models, four-

wheel-drive variants receive Porsche's Active Suspension Management (PASM) system as standard. It provides adaptive damping and brings a 10mm reduction in ride height.

A new option on the 911 Carrera 4S is a four-wheel steer system similar to that used by the 911 Turbo and GT3. Also available is a hydraulic lift function that can raise the ride height by 40mm.

On the outside, the 911 Carrera and Targa 4 and 4S have a redesigned front bumper with active air ducts that open and close to channel air to the front-mounted radiators, revised headlights

with altered internal graphics, larger door mirror housings and new door handles.

They also get a redesigned air vent on the rear-mounted engine, modified tail-lights and a new rear bumper with air vents to channel hot air away from the engine.

Wider rear wheel arches and a horizontal light band that runs between the tail-lights will continue to distinguish the four-wheel-drive 911s from the rear-drive editions.

Prices starts at £81,398 for the Carrera 4 coupé, rising to £99,684 for the Carrera 4S Cabriolet and Targa 4S.

GREG KABLE



Options include a PDK gearbox and a four-wheel steer system

FOUR-STAR SCORE FOR MX-5

The Mazda MX-5 has scored four stars in the latest Euro NCAP crash tests. It was marked down for not having city braking. The Vauxhall Viva also got a four-star rating for its crash performance. The Hyundai Tucson earned five.



RACING CAYMAN CONFIRMED

Porsche will launch a motorsport version of its Cayman GT4. The Clubsport will use the same 380bhp engine as the road car. It will lose a passenger seat but gain an integrated roll cage and a bucket seat with a six-point harness.

Confidential

ZENOS CEO MARK Edwards insists the company will be prudent about future expansion. "Our current premises, which are leased, have a capacity of 250 cars a year," he says. "We will only go for bigger premises when we need them. I've seen too many people in this business build gin palace factories, then suffer for it"

SKODA'S 2015 SALES are currently up 2.9% on last year's, despite a catastrophic drop in Russia, where they've fallen nearly 35%. Meanwhile, the brand's sales in western Europe have risen by 4.6% and in central Europe by 6.6%. However, in its 'Rest of the World' group – which includes Turkey and some African regions – they have increased by almost 29%.



THE RENAULT ALASKAN pick-up truck concept has been hailed "a joy" by design boss Laurens van den Acker. "A large French pick-up is unheard of," he said. "To design something with no history behind it, and with every potential customer a conquest, was a joy."

INSIDERS SUGGEST THE critically acclaimed Nissan IDX concept has not been ruled out for production but put on ice while the company focuses on its core products. The retro-looking sports car was deemed too niche for immediate production.

BMW MARKETING BOSS Ian Robertson has hinted that the next i-badged vehicle could be an SUV. "They are accounting for an increasing amount of sales globally, so it could make sense," he said. "There are cost challenges to making small electric vehicles, but all I can say now is that there will be another i car."



The S-FR could use a 130bhp normally aspirated 1.5 petrol



S-FR previews Toyota's MX-5

A lightweight Toyota coupé for enthusiasts to drive and customise is revealed in concept form

Toyota will preview a new entry-level sports car when it unveils the S-FR concept at this month's Tokyo motor show.

The lightweight coupé is described as being "fun to drive", with "smooth, responsive and direct handling that gives a real sense of communication between car and driver". The S-FR's dimensions make it shorter, narrower and lower than the current GT86 coupé.

Autocar understands that power for the front-engined rear-wheel-drive concept comes from a 1.5-litre naturally aspirated four-cylinder petrol engine, which

develops around 130bhp. It is coupled to a six-speed manual transmission.

The concept features a stripped-out interior with almost no button-operated controls. Most of the information inside is displayed via the car's digital instrument cluster.

Toyota says the concept has been envisioned with tuning and future customisation in mind and is designed to be "the kind of vehicle that attracts its own die-hard fan base".

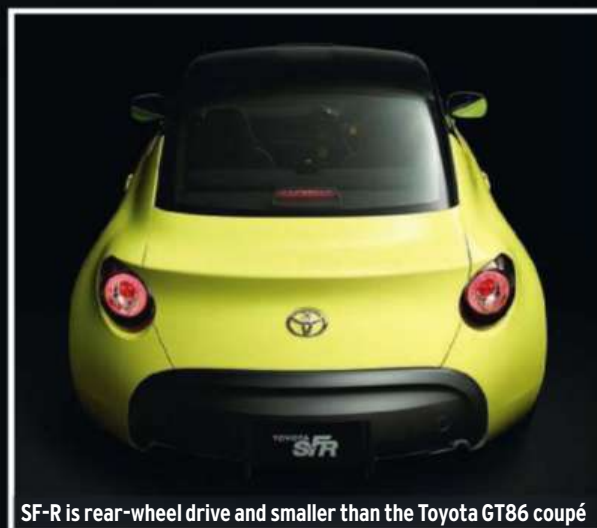
Although it is not yet confirmed for production, the S-FR could easily slot below the current GT86 in Toyota's

range. Such positioning would allow it to act as a rival to other lightweight sports cars, such as the Mazda MX-5 and upcoming Fiat 124 Spider.

That would also leave a slot above the GT86 for the larger and more powerful Supra replacement, which is currently being developed in partnership with BMW.

That partnership could also yield a small BMW sports car in the form of the long-rumoured Z2 to act as a sister model for the S-FR. As Autocar reported in 2013, the Z2 would be based on the same UKL1 platform that underpins the Mini and BMW 2 Series Active Tourer.

DARREN MOSS



S-FR is rear-wheel drive and smaller than the Toyota GT86 coupé

Mitsubishi sets out electric future with new SUV



THE MITSUBISHI eX concept will be revealed at the Tokyo motor show to showcase the future of the company's EV technology.

The all-electric and compact SUV would be positioned below the Outlander in the firm's line-up. The name is said to stand for "electric X (cross)-over", according to the company.

As well as the electric powertrain, it will come with an

all-wheel drive system, active safety and connected car and automated driving systems.

Mitsubishi says the eX is representative of the company's future design direction, both inside and outside. The car features a new interpretation of the so-called 'Dynamic Shield' front-end design.

Mitsubishi has previously told Autocar of its plans to

expand its SUV line-up, with a range of five such models scheduled to appear by 2020.

There will be new models between the ASX and Outlander, and the Outlander and Shogun. The ASX will shrink and the Outlander will grow to accommodate the new vehicles. The size of the eX suggests it is previewing the look of a smaller ASX or the model just above it.

LEXUS GIVES CLUES TO NEW LS

Lexus plans to unveil a luxurious concept car at the Tokyo show – and Autocar understands it will closely preview the next-generation LS saloon. The LS is expected to feature a V8 hybrid powertrain with around 535bhp.



SUZUKI LINES UP COMPACT SUV

Suzuki will unveil the production version of its iM-4 concept at Tokyo, alongside several new concepts. The Mighty Deck features a retractable soft-top roof and the Air Triser has three rows of seats that can be laid out like a sofa.



This official sketch previews Subaru's new Impreza concept

Subaru gives go-ahead to new Impreza hatch

A NEW GENERATION of the Subaru Impreza has been confirmed. It will be previewed by a thinly disguised concept at the Tokyo show this month.

Official design sketches show the next Impreza will take on a far more conventional hatchback shape than its predecessor but retain an overtly angular appearance.

The new car will be the first built under Subaru's Prominence 2020 initiative, announced last year. It will use a new platform that will form the basis of all future Subarus. The production car is due towards the end of next year.

Powertrains for the new Impreza aren't expected to be confirmed until closer to its launch. However, they're understood to include an improved flat four with cylinder deactivation technology. The current Impreza runs a 112bhp 1.6-litre flat four petrol.

Also on display in Tokyo will be an updated Viziv hybrid SUV concept. Although it doesn't preview any model, the concept shows how autonomous driving technology could be applied to Subaru's road cars.

Dubbed the Viziv Future Concept, it uses an evolution of Subaru's Eyesight assistance

system – which features radars and cameras linked to GPS and navigation data – to provide 360deg collision avoidance. Subaru says the car is capable of driving autonomously on the motorway and self-parking.

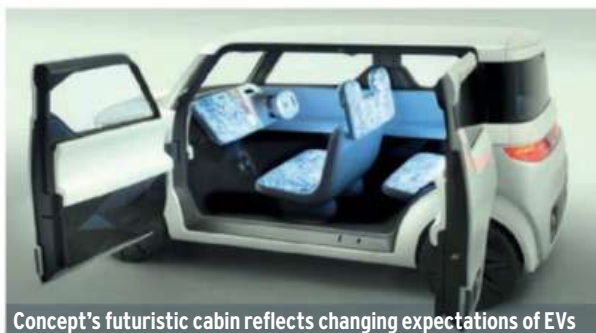
The Viziv's four-wheel-drive hybrid powertrain has the same 168bhp 1.6-litre diesel as the Levorg and features a single electric motor mounted at the rear. That's a departure from the previous Viziv concept, shown last year, which featured a diesel-electric set-up with three electric motors being used to power both axles.

DARREN MOSS



Viziv concept has been updated to showcase new autonomous tech

Electric Nissan to show off bold high-tech cabin



Concept's futuristic cabin reflects changing expectations of EVs

NISSAN'S TOKYO CONCEPT, called the Teatro for Dayz, is said to provide unparalleled levels of connectivity.

The concept is similar in appearance to the old Cube hatchback and is designed to resemble the minimalist look of modern tech devices. It also sports Nissan's familiar 'V motion' grille at the front.

The main focus is on the interior, where the

dashboard, seats, door trim and instrument panel can be configured to display photos and moving images.

Nissan calls the cabin a "future canvas", with the design ditching traditional buttons. Instead, commands for most infotainment and climate functions are carried out through voice commands and gesture controls.

Nissan says the information

displayed inside can change, depending on how the concept is being used. When driving, the digital instrument panel shows navigation data. When parked, that is replaced by custom artwork and pictures.

No details of the electric drivetrain have been released, but Nissan says the Teatro for Dayz could be seen as an "indication of what people will expect of EVs in the future".

INNOVATIVE NEW TOYOTA EV

Toyota's FCV Plus is described as a new type of hydrogen EV because it can resupply energy to local communities from its batteries, as well as generate electricity from external hydrogen supplies. The concept has four in-wheel motors.



KIKAI'S INSIDES OUT ON SHOW

Designed to show the beauty of machines and engineering, the Toyota Kikai concept features many of its internal components on the outside, including the engine, fuel tank and suspension arms. The minimalist interior seats three people.



New Civic is expected to draw heavily on this concept version



Honda in Euro fightback bid

Honda is planning to claw back lost sales in the UK and mainland Europe with a raft of new models

Honda is looking to rebuild its British and wider European operations with "five new models" after years of collapsing sales in western Europe.

In the medium term, Honda will launch a new and much less controversially styled Civic range. The new Civics – previewed by a concept at the New York show in April and expected in 2017 – will herald a fresh range of downsized turbocharged petrol engines to replace Honda's trademark high-revving naturally

aspirated petrol motors.

Honda's Swindon plant will become the global HQ for production of the new Civic hatch. The firm's willingness to invest in European-focused product is underlined by the fact that out of the 26 million engines the company builds each year, just 100,000 are the 1.6-litre diesel, which is currently only sold in Europe.

Last year, Honda sold about 4.5m vehicles across the globe. However, just 150,000 of those found homes in Europe. More remarkably,

Honda bosses estimate that, of the 150,000 European Honda sales, as many as 60,000 units are sold in UK.

Phil Webb, the new head of Honda UK's cars division, said the arrival of the HR-V compact crossover and the all-new Jazz will be backed up by the facelifted Civic and CR-V crossover (including the new twin-turbo diesel version) in the push to regrow the brand.

Philip Crossman, Honda UK's managing director, said the new Civic Type R is also vital in getting consumers to

re-engage with Honda. The model will have a limited two-year production run and is now also scheduled to be exported to Japan. The arrival of the NSX hybrid supercar next year will also help Honda's visibility with new car buyers.

Although Honda sees the UK as having great potential for increased sales, Webb said the French and German markets will be a "much bigger challenge" for the brand.

Webb said: "We think that we can raise UK sales to 80,000 per year. That would

be an organic and natural growth for us."

Webb said he thinks there is in the UK "great pent-up demand for the new Jazz", which remains highly popular with its loyal customer base.

Webb also said Honda is behind in the adoption of PCP sales at its UK dealers. PCPs that its dealers have executed so far have had a buyer retention rate of up to 70%. He added that keeping buyers within the brand is something car makers are keen to see.

HILTON HOLLOWAY

BMW contemplates a return to Le Mans 24 Hours

BMW IS INVESTIGATING a high-profile racing comeback at Le Mans, with marketing boss Ian Robertson admitting a return to the famous 24-hour endurance race "is on the agenda".

However, Robertson stopped short of saying which class of racing BMW was currently investigating, highlighting only that the BMW M6 GT3 car showed intent to compete.

Autocar revealed in July that BMW is considering a more high-profile assault on the race, possibly using a radical hydrogen-powered fuel cell race car in 2018.

It is not clear whether BMW

would enter the car at Le Mans in an established class or as an experimental vehicle in the non-competitive 'Garage 56' category that has included Nissan's electrically assisted Deltawing and ZEOD racers in recent years.

Robertson appeared to play down the option of the non-competitive category, saying: "Garage 56 is not that well known, and we have to be conscious of the return on any investment."

BMW took its sole victory at Le Mans in 1999, running the BMW V12 LMR Le Mans prototype that was built in conjunction with the Williams Formula 1 team.



BMW's only overall win at the Le Mans 24 Hours was in 1999 with the V12 LMR, co-developed by Williams

Tester's Notes



Matt Prior

Prior's current long-term test car is a Defender; he loves it



HILTON HOLLOWAY

What happened to Honda?

HONDA'S FALL FROM grace – or failure to gain traction – in Europe is one of the car industry's biggest mysteries.

The firm has a long history of building highly reliable machinery and it has been putting a lot of effort into its European models since the space-age Civic was unveiled nearly a decade ago.

But in the first eight months of this year, Honda sales in western Europe continued to dip, dropping just over 7% to 73,400 cars. In 1990 Honda had just 1.2% of the



EU market. It peaked at 2% in 2007 but slid to just over 1% last year.

There's no justice. The CR-V sells in huge numbers in the US and the Jazz is arguably the cleverest, most practical supermini available. In the wake of the diesel scandal, perhaps its world-leading expertise in petrol engines will finally deliver a boost.



More Huracáns due

LAMBORGHINI PLANS TO expand the Huracán range beyond the recent addition of the Spyder, company officials have revealed.

The 202mph Spyder was revealed at the Frankfurt motor show, where company R&D chief Maurizio Reggiani

said "you can imagine all the derivatives" that will follow the Huracán Spyder.

Most likely are a more powerful variant and a lighter, more focused rear-wheel-drive version, something that would follow the strategy the company used for the Gallardo.

It's said that if you ask commercial pilots what their favourite aircraft is, they'll all tell you it's the one they're flying at the time.

Curious, if true. They can't all be right and they can't all, deep down, really believe it, can they?

Or perhaps they can. Quite often, we'll ask people what they think about the cars they drive. Sometimes, I'll know that objectively the car a friend or acquaintance has bought is a veritable bag of spanners, but ask them about it and you'll receive the cheery answer: "Oh, yeah, I really like it – best car I've ever owned!" (The diplomatic response here is: "Oh, good.")

Granted, not everybody drives every rival, but they must realise some of the faults their car has compared with others. They just choose to overlook them.

I have a theory that this is because there's something about the human psyche in which familiarity breeds not contempt, but quite the opposite. That most

They must realise some of the faults their car has. They just choose to overlook them

of us are, in some way, naturally optimistic; or that even if we're not, we want to get through the day as painlessly as possible, so will overlook foibles.

You might note that most staffers here like the long-term test cars we run. Some cynics say that *obviously* we like our long-termers because we get paid by our publisher to run around in them for free.

Actually, the truth is that staff here, unlike on many magazines, pay a company car tax burden for running long-termers.



Prior's previous long-term test car was a Toyota GT86; he loved it

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A Week In Cars

Steve Cropley



So far, superb driving position is our XE's standout feature

MONDAY

First decent drive in our Jaguar XE diesel long-termer, a round trip of 150 miles: London, Midlands, Gloucestershire. This is the 178bhp diesel with eight-speed auto, which strikes me as top value, given that it starts around £32,000. It goes, too. I was surprised to discover its 0-60mph time was only 7.4sec, because the powertrain – comprising a 2.0-litre diesel with 317lb ft plus eight easy-shifting ratios – gives a strong response at any speed.

One criticism: having driven quite a few electric cars lately, I'd like the XE's response to be more linear, especially from rest. Like many, the Jag gives you a pause followed by a surge.

The best thing for me is the superb driving position. Knowing how many packaging hurdles designers have to negotiate, I can hardly believe how tailored it is: perfect seat shape and position, ideal control layout and instrument view, great sight lines. It will be a wrench to give this car back.

TUESDAY

Latest dopey idea: buy an ex-Army Jeep. Actually, the idea's not so new. I've had it since I was a kid, when some of

Portraying a car as easier to use because it's dirtier seems quite out of character

my father's friends in outback Australia drove about in vehicles they'd bought straight from the forces for £100. We laughed at their crudity back then. Now, I see a wartime original as the perfect garage companion for a Lotus Seven or Citroën 2CV: huge capability combined with supreme simplicity.

Take a look at the Milweb site, said a helpful friend, you'll find dozens. I did and he was right, but as a result the idea died. Ten grand gets you a basket case, the number of varieties is intimidating, false provenance seems an issue and, like many simple, high-value vehicles, Jeeps attract bodgers. Think I'll just keep enjoying other people's as they drive by...

WEDNESDAY

Interesting to see how some quarters of the wider media have taken the VW furore as an excuse to lambast the specialist motoring websites for an imagined dereliction of duty. Autocar has largely escaped, not least through the efforts of Mr Holder, whose appearances as a radio and Television



Kia Soul EV should manage a 95-mile commute – at a modest speed

pundit have increased as he has become known as an island of common sense in a sea of misinformation.

Still, motoring hacks are being criticised for parroting highly optimistic 'government' fuel consumption figures (nonsense: here, we've been running our own since 1927), for being motivated by a love of car launch 'jollies' (nonsense: after a while, the luxury is staying at home) and for being too close to the industry (arguable: but that's how you discover what's new and what's true). It's all a reminder of something critics should always remember: it's easier to criticise than praise.

THURSDAY

Disappointed to see Toyota, proponents of low-carbon motoring, describing its Auris

Hybrid as "the hybrid you don't have to plug in". This strikes me as an unhelpful piece of opportunism. Portraying a car as easier to use because it's dirtier also seems quite out of character.

FRIDAY

The Chargemaster bloke came to Gloucestershire today to fit our electric car charging point. My immediate plan is to use a Kia EV to go the 95 miles back and forth to London. Kia's official range claim is 132 miles. Mr Editor Burt has already used the car for an 87-mile round trip and returned with 19 miles to spare, so I'm not worried about conking in transit. The interest will be in discovering how fast the Kia EV can cruise. I'll be happy with 65mph, which I reckon will be a breeze.

And another thing...

I never wear T-shirts, but I'm making an exception for this one, produced by the Ariel Atom Owners Club for its 10th anniversary. The saintly figure is Ariel's founder and inspiration, Simon Saunders. He hates the whole concept, but that won't stop owners wearing it with pride.



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Lexus GS F

11.10.15, Spain Lexus continues to plough its own furrow as it takes on the likes of the BMW M5

The Lexus GS F has been on the starting blocks for several years. Lexus's F division was ready to launch it back in 2010, using the third-generation GS as a basis – only for global financial conditions to be deemed too hostile. So it's with a strong sense of relief that the Japanese firm is now getting ready to put its first full-size super-saloon into showrooms and slide another feather into the band of its cap.

Like the IS F, LF A and RC F before it, the GS F is an unconventional kind of performance car that speaks volumes about Lexus's alternative approach. If it were built by a German car maker's performance arm, it would inevitably be more powerful, more expensive and turbocharged. But instead of focusing on power and outright sledgehammer pace, Lexus counters with noise, excitement and 'performance feel'. A 471bhp atmospheric 5.0-litre V8 engine is the main conduit of all three, with a building torque delivery quite unlike the walloping mid-range of the turbo V8s now common in the niche.

Elsewhere, Lexus has gone to rare lengths to give the GS F the tools it needs to take on the might of Bavaria. New joining techniques, alongside bracing of the car's body-in-white, add about 10% to the static torsional stiffness of the GS's monocoque chassis, while lightweight forged aluminium control arms, new rear suspension mounts, lowered and stiffened springs and uprated ZF Sachs dampers bring sporting purpose to the suspension. Braking is by Brembo discs all round.

If all of that sounds familiar, it's because the RC F used many of the same ingredients. But the RC F's main penalty against its rivals was weight. The GS F actually weighs significantly less than the current BMW M5 and less than a Mercedes-AMG E63. It also gets the substantial torque-vectoring rear differential as standard that its two-door cousin offered only as an option.

On the move, the GS F is firm, flat, pointy and noisy, so lots of things you might imagine that customers would want their super-saloon to be – and

yet, I suspect, still not quite what lots of those buyers really want. Handling precision and driver engagement are not the car's problem. The GS F is right up there with the most taut and responsive saloons of its ilk, offering the same sort of oneness with the road surface and keenness to change direction as the current C63.

Accurate, informative, confidence-inspiring steering is a particular

highlight (although you need Sport S+ mode to get the best out of it). The car makes its mass more apparent mid-corner, and the active diff is much better at putting power onto the road and bolstering stability than indulging you with much adjustability. But that handling compromise, which will be what many drivers will want from the car, undoubtedly has a place alongside



Standard torque-vectoring rear differential aids traction rather than adjustability



Active Sound Control plays a synthesised engine note in the cabin, but it's best left switched off so the V8's noise can be appreciated on its own



Standard GS's four-door body has had its torsional stiffness increased by 10%; normally aspirated 5.0-litre V8 produces 471bhp and 391lb ft

the overt hooliganism of some rivals.

Switch the annoying Active Sound Control noise generating system off and that V8 sounds authentic, rousing and mellifluous. You'd just sooner it didn't clear its throat so suddenly at 4000rpm but rather made more of a rasping burble lower down. Still, the change in character at that point is relatively unaffected compared with how frustrating

the eight-speed gearbox can be in automatic mode and how slow and inconsistent it feels in manual. Row up and down the ratios using the paddles and you'll find some changes are bundled through quite harshly and others with silken smoothness, but none comes as quickly as it needs to. Select D instead and the kickdown characteristics become nearly impossible to predict.

A good auto 'box knows the difference between a quickly flexed accelerator (usually a prompt to change down) and a gently squeezed one (hold this cog and pour on the good stuff, please). The GS F's doesn't. It also assumes that once you get past about 80% throttle, you simply must want it to kick down – but you seldom do. You're just using that much pedal because you have to, what with only having 391lb ft to use.

The GS F is, however, worth a test drive, because there's a chance you'll just prefer it to its more reserved rivals. It is good value compared with most of the alternatives, and because it's a Lexus it's got abundant material quality, an immaculate cabin, sublime seats, a great equipment level and strong refinement.

But ultimately it's neither as big-hitting nor as broad-batted as the more thoroughly executed Germans it's seeking to supplant, and its main selling point – that atmospheric powertrain – is still a long way from being all that it might.

MATT SAUNDERS



LEXUS GS F

A fine chassis, engine and ownership proposition, but more curio than credible alternative



Price	£69,995
Engine	V8, 4969cc, petrol
Power	471bhp at 7100rpm
Torque	391lb ft at 4800-5600rpm
Gearbox	8-spd automatic
Kerb weight	1865kg
Top speed	168mph
0-62mph	4.6sec
Economy	25.2mpg (combined)
CO ₂ /tax band	260g/km, 37%



The GS F is lighter than both the BMW M5 and Mercedes E63; auto 'box is a hindrance

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Porsche Boxster Spyder

5.10.15, Oxfordshire Most powerful and focused Boxster yet continues Porsche's winning streak

Another week, another Porsche bothering the fifth star of the verdict panel. This here is the Boxster Spyder, and you might remember the previous one: it was a faster, lighter, more powerful, special Boxster that had a manually operated, emergency-style hood that was difficult to remove – unless you were doing 120mph, at which point it apparently removed itself with impressive vigour.

The thinking, this time, is similar, only there's more power. Quite a lot more. Instead of a Cayman S engine, which raised the power to not a lot more than that of a Boxster S last time, Porsche has taken its cue from the recent Cayman GT4 and given the Spyder the 3.8-litre engine from the Porsche 911 Carrera S.

It makes 370bhp, rather than the 380bhp of the GT4, but I suspect that won't be a deal breaker, especially when you consider that the Spyder is 25kg lighter than the GT4. That's despite the fact that the hood, this time, shaves only 10kg from the regular Boxster's weight, because

it's a rather more serious affair than before. It still requires manual dexterity – and a jog around the rear of the car – to lower or raise it, but it takes only a minute or two, rather than five or 10. It's also fine in an automatic car wash and can cope with the car's full performance, of which there is plenty: a 180mph top speed and a 0-62mph time of 4.5sec.

Underneath, the Spyder's suspension is more GTS than GT4. The only difference from the Boxster GTS is a tweaked rear anti-roll bar, to cope with the various demands of a slightly heavier engine, marginally lighter body, quite a lot more power and wider, 265-section rear tyres.

What that extra power gives the Spyder is more accessible performance than in the GTS, with which it shares its gearing. You still have to work it – 310lb ft of peak torque arrives at 4570rpm and peak power not until 6700rpm – but there's enough power from low revs to punch the 1315kg Spyder down the road in higher gears with decent enthusiasm.

To get into the real meat of the naturally aspirated engine's range, you'll need revs, so you can find yourself travelling a gear or two lower than usual. Unsettling the tail for the cornering shot you see above wanted first gear. But, hey, this is a sports car, after all, and there's a shorter-throw gearlever, with one of the crispest, cleanest shifts around to make best effect of it. Swapping

It makes 370bhp, rather than the 380bhp of the GT4, but I suspect that isn't a deal breaker



Extra power makes the performance more flexible; ride settles well at higher speeds



One of the best things about sitting in this seat isn't the kit or Alcantara trim but the exquisite operation of the steering, pedals and gearshift



It takes provocation to unseat the rear, despite the power and limited-slip diff; fabric roof operates manually but its fastening is semi-automatic

ratios is one of the purest driving pleasures there is.

It's coupled to other similarly precise controls. The steering rack, faster than a normal Boxster's, comes from a 911 Turbo. Our test car came with five grand's worth of carbon-ceramic brakes, too, which are lighter than standard steel brakes and, whatever the effect on stopping power (you're unlikely to trouble the

steels except on a track on a warm day), carbon-ceramics tend to benefit steering, making it that bit lighter and more delicate but no less intuitive or feelsome.

Brake pedal feel, clutch feel and throttle weight and response are all first class, too. The Spyder gives you the impression that proper drivers have spent hour after hour on test tracks, honing control weights and responses until they're absolutely just so. So that when you ask, you get. It's the sort of thing that makes the Spyder satisfying at any speed.

At lower speeds, that satisfaction comes with less jarring than you'd expect, given the 235/35 ZR20 front and 265/35 ZR20 rear tyres. And with less shake. In most convertibles, you can detect a little rear-view mirror shimmy across dodgy surfaces. Not so in the Boxster.

At higher speeds, the ride settles nicely, control responses stay as linear and predictable as those of any manufacturer this side of Caterham or Ariel currently makes them, and the handling is as you'd expect. In

the wet, at least, there's a smidgeon of understeer. Despite it having a limited-slip differential and a deal more power (45bhp) than a Boxster GTS, you have to be fairly tanking along or, as already mentioned, in a ridiculously low gear, to unsettle the car beyond that.

But if you do, you'll like what you find: a sharp, predictable, adjustable and ultimately trustworthy cornering companion, with far keener feedback and engagement than pretty much any other convertible this side of the aforementioned lightweights.

All the focus and rawness of a Cayman GT4, then? Not quite. But it would be unreasonable to expect that, it's not as far away as you'd think, and on the road it's often just as rewarding. I'm trying hard to think of good reasons not to award the Boxster Spyder the full gamut of stars. That a GT4 and GT3 RS have recently nabbed similar is the best reason I can think of. Which isn't a good enough one at all.

MATT PRIOR



Carbon-ceramic brakes are a £5k extra



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Price	£60,459
Engine	6 cyls, 3800cc, petrol
Power	370bhp at 6700rpm
Torque	310lb ft at 4750-6000rpm
Gearbox	6-spd manual
Kerb weight	1315kg
Top speed	180mph
0-62mph	4.5sec
Economy	28.6mpg
CO₂/tax band	230g/km, 37%

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Audi A4 3.0 TDI 272 S line quattro

8.10.15, Cotswolds Range-topping performance diesel takes the fight to BMW, Merc and Jag

We've been generally impressed by the fifth-generation Audi A4 thus far. Although tweaks to its styling are only minor, improvements to the interior and engine range have been enough to keep the A4 competitive against rivals from BMW, Mercedes-Benz and, latterly, Jaguar.

This is the first time we've driven the range-topping 3.0 TDI. With 268bhp and 442lb ft at its disposal, this A4 has the measure, on paper at least, of BMW's 330d xDrive, which comes with 258bhp and 413lb ft.

The Audi's V6 engine is a tweaked version of the one that appeared in the previous-generation A4, with improvements to power (up 11%), emissions and fuel economy. Claimed CO₂ output has fallen by 21% to 137g/km, while combined economy is now 54.3mpg (when on 19in wheels, as our car was).

The S line version reviewed here comes with plenty of standard equipment, including LED headlights with Audi's dynamic indicators, leather-trimmed sports seats, an

S line bodykit, a bespoke steering wheel and sports suspension, which lowers the ride height by 20mm.

The 3.0-litre V6 diesel delivers effortlessly fast performance. Peak torque is available from just 1500rpm, providing fierce acceleration from low down. The power is managed brilliantly by Audi's eight-speed automatic gearbox, which provides smooth and fast changes. It's so good, in fact, that you're rarely tempted to take manual control with the steering wheel-mounted paddles, but when you do, the experience is suitably satisfying.

The interior is equally impressive. As we've found with other models in the range, Audi has worked wonders in lifting the fit, finish and perceived quality of its popular saloon.

A particular highlight is the automatic gearbox's redesigned gearlever, which takes on a chunkier and more tactile form. Also worthy of mention is the virtual cockpit display (a £450 option). It works as well here as it does in the R8, TT and Q7, bringing infotainment and

navigation data to the driver's field of vision in an easy-to-use format. Coupled with the larger central infotainment screen and features such as adaptive cruise control and Audi's traffic jam assist system, the A4 is rich in technology.

There is a disappointment, though: the steering. As with all A4s, the 3.0 TDI has Audi's Drive Select system. It offers five modes for damper setting, throttle response and steering weight. Although there's some difference to be found between them – the most noticeable being Dynamic – the steering still feels wooden. The more engaging and dynamically capable Jaguar XE has the upper hand here. This A4 does, however, have the reassurance of Audi's quattro all-wheel drive system to aid traction and surefootedness when conditions are less than ideal.

Despite its lowered ride height, this A4 still feels comfortable. The low-speed ride is on the firm side, but in corners there is minimal body roll. On the motorway, meanwhile, the A4 is composed and absorbs surface

imperfections well. The acoustic front window glazing (another £450 option) helps ensure that virtually no wind or road noise enters the cabin.

The sports seats are comfortable and the extra 23mm of rear leg room in this latest A4 is noticeable. Three adults will feel a little cramped across the back seat but two six-footers will be perfectly content.

Company car users seeking an A4 are likely to be drawn to the 2.0 TDI. That, too, is a compelling choice, but this 3.0 TDI is where the A4's excellence lies. It's sharp, refined and, despite not being overly engaging, an appealing car to drive. At £38,135, it's on the expensive side for a compact executive car (the larger A6 can be had in 3.0 TDI S line quattro form for £40,960), but if you're after a rapid and refined A4, this is the one.

DARREN MOSS

AUDI A4 3.0 TDI 272 S LINE QUATTRO

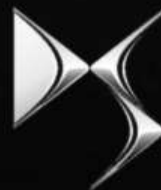
Performance diesel variant is effortlessly fast; comfortable, spacious and refined, too



Price	£38,135
Engine	V6, 2967cc, diesel
Power	268bhp at 3250rpm
Torque	442lb ft at 1500-3000rpm
Gearbox	8-spd automatic
Kerb weight	1735kg
0-62mph	5.3sec
Top speed	155mph
Economy	54.3mpg (combined)
CO ₂ /tax band	137g/km, 22%



Upmarket ambience is enhanced by Audi's £450 virtual cockpit; body control is disciplined, but anaesthetised steering disappoints



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QUICK FACTS

PRICE £88,560
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Nissan GT-R Track Edition

2.10.15, Surrey Nissan bridges the great GT-R divide with this partial Nismo makeover

Another Nissan GT-R? Aye, but this one's worth mentioning. There are those, it seems, for whom a conventional 542bhp Nissan GT-R isn't quite enough, yet who think a 592bhp GT-R Nismo is a bit too much. This, the Nissan GT-R Track Edition Engineered by Nismo, is for those people.

Actually, it does make sense. A 'base' GT-R costs £78,030; the Nismo, as a result of its more special engine, carbonfibre-laden interior and aero-exterior, costs £125,000.

The Track Edition, then, takes some of the bits of the Nismo to position itself between the two. At £88,560 it retains the regular GT-R's twin-turbo V6, along with its 542bhp and 466lb ft outputs, and its interior but gets the Nismo's suspension upgrades and some amendments to the body, including bonding to supplement its spot welds and stiffen the shell. Neat.

The suspension, too, is pure GT-R Nismo. It has three-stage adjustable Bilstein dampers, a hollow rear anti-roll bar, Nismo wishbone links at the

front and high-rigidity bolts to stiffen the suspension around the wheel hub. That's all for greater wheel control and better stability. There are Nismo-spec wheels and tyres, too.

It gives little, if anything, away to the base car in terms of comfort and everyday usability. The ride is acceptably pliant, and while it might be a bit more unsettled than usual, it's never harsh. There's more tramlining over bad surfaces than I remember from my last outing in a GT-R, but you can tell there's really first-rate wheel control going on underneath you.

Perhaps the unsprung weight is reduced over that of the standard GT-R. It's got that sort of light-on-its-feet feel, which is impressive given that it's a 1740kg car.

It'll cope with beaten B-roads, where it steers keenly, nibbling at cambers and crests and dips, while the engine whooshes you along on a barrow-load of torque delivered to all four wheels via the smooth six-speed dual-clutch automatic gearbox.

It's not really built for that sort of

thing, however. It's wide and long, and you'd be more in tune with the surface in a Porsche Cayman. The GT-R is made for countries with flat roads and no pedestrians, or big racetracks of the sort that are relished by cars with lots of power.

It corners like little else. In, say, an Aston Vantage, you'd trail the brakes in to settle the nose, get back on the power and your exit angle would depend on your enthusiasm. The GT-R is happy to be trail-braked in, but it's not essential, and with the reapplication of throttle it just settles down at the rear and fires you out.

It steers well – quick and well weighted – but everything happens so fast that before you've figured out what it's doing, the steering wheel is straightening in your hands, the speedo is gaining numbers faster than you can read them and you're out of the bend.

There's more to it than just that speed, though. The perception of GT-Rs can be that they're a bit clinical, a bit digitised. It's technically so impressive that it can lack a

little organic 'something' at lower speeds – a livelier engine note, or more naturally feelsome steering, for example. To appreciate the Track Edition at its best, you need to be driving it like something is on fire.

It certainly gives you options. You can make it corner how you want it to, it absorbs more punishment than a 1740kg car has any right to and it has more traction, stopping power and grip than anything this side of, well, a full-on Nismo GT-R.

The more time you spend finding out about that, the more time you can spend chipping away at a cornering line and the more compelling it becomes. Okay, it doesn't offer the full Nismo experience but the Track Edition, if you can't go all the way to the big one, is the GT-R of choice.

MATT PRIOR

NISSAN GT-R TRACK EDITION ENGINEERED BY NISMO

Nissan's halfway house to a GT-R Nismo makes a compelling proposition. Fast and furious fun



Price	£88,560
Engine	V6, 3799cc, twin-turbo, petrol
Power	542bhp at 6400rpm
Torque	466lb ft at 3200-5800rpm
Gearbox	6-spd dual-clutch auto
Kerb weight	1740kg
0-62mph	2.7sec
Top speed	196mph
Economy	23.9mpg (combined)
CO ₂ /tax band	275g/km, 37%



Track Edition's interior is from the regular GT-R, but the suspension, wheels and tyres come from the track-focused GT-R Nismo



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Following the sad news of the death of one of the classic car world's greatest innovators and inspirations, there will also be a tribute to Edward Lord Montagu.

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There will be a wealth of sideshows for all the family both inside and outside the venue, plus classic Routemaster buses to ferry visitors to the door from nearby Alexandra Palace station or Wood Green underground.

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THE KNOWLEDGE

WHAT IS IT?

Masterminded by Classic & Sports Car magazine and Haymarket Exhibitions, the event will showcase some 300-plus of the world's finest classic cars. As well as a wealth of dealer displays, there will be three central features plus a plethora of other attractions for all the family.

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WHERE DOES IT TAKE PLACE?

Alexandra Palace in London. The iconic building was chosen specifically because it was an attractive and appropriate setting for so many beautiful cars.

OPENING TIMES

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Sunday: 10am to 5pm

GETTING THERE

Alexandra Palace is easily accessible by public transport and the venue encourages people to use it. The nearest stations are Alexandra Palace on the overground network and Wood Green underground. Visitors who arrive by bus or train will be able to get a lift up the hill to the palace in a classic double decker bus. Parking is limited to 1500 spaces and, once it is full, drivers will be directed to an overflow facility off-site.

C&SC has secured car parking solely for classics. Spaces are limited and will be offered on a first-come-first-served basis. You will be contacted when you buy your tickets to reserve your spot.

TICKET PRICES

Advance tickets: £23 plus £2 booking fee (adult); £13 plus £2 fee (children 6-15 accompanied by an adult and concessions). On-the-door prices are £27(adults); £17 (children and concessions). Children under 6 are admitted free of charge accompanied by an adult.

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TOO **BIG** FOR ITS BOOT?

Raw stats suggest the monstrous Audi RS4 Avant should slay the new VW Golf R Estate but, as **Andrew Frankel** reports, it's not that simple



You know how these David and Goliath encounters end. One large, overweight, overpriced, over-the-hill lummo meets a light, lithe and agile upstart, receives a knockout blow and gets to go home with a thumping headache. We have, after all, been here before.

Except maybe this time will be different. The Audi RS4 Avant is more than merely a great-looking, superb-sounding, beautifully built estate. It's an excellent car, too, so much so that we signed off our road test saying "the latest RS4 will go down as not just one of the fastest RS models, but also one of the finest". So, and for the avoidance of doubt, although many RS Audis have been rightly bashed over the years for promising much on paper and delivering little on the road, this, emphatically, is not one of them. We really like this car and there's nothing, not even a day in the Welsh mountains in the company of a Volkswagen Golf R Estate, that changes that.

Ah yes, the Golf R. In hatchback



Frankel ponders which will win and why

form, I'd say it has as good a claim as any to be the best everyday driver's car this kind of money can buy. As an estate? Surely, it's the same but more so? We know that wagons drive pretty much identically to the hatches upon which they're based these days, so what we appear to have here is even more of what was already a world-beating property. If only the truth were so straightforward.

Unsurprisingly, the statistical analysis appears stacked in Audi's favour. Its engine has double the cylinder count, more than twice the capacity and half as much power again. It has more torque, too. But it's heavy: 1795kg is properly porky for a compact estate and more than 200kg heavier than the Golf. There are diesel E-Class Mercedes-Benz wagons, the biggest estates on sale, that weigh less. So the Audi's power-to-weight advantage is clear but not overwhelming, especially when you consider that in torque-to-weight terms it's actually the Golf that holds the advantage.

Which is more than enough number crunching for now. I start in the Audi and at once step back in time. This is not simply because its interior architecture is decidedly old-school Audi but, more memorably and sadly, there is probably no species more critically endangered in our world than the highly tuned normally aspirated V8. Ferrari has →



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By 6000rpm, the V8 has been pulling so hard and for so long that you feel it must need another gear soon. But it doesn't

← given up on them and shortly so will Porsche. BMW abandoned them long ago, Mercedes only recently. But their days are numbered and you need only one look at that 26.4mpg fuel consumption figure to know why.

What the numbers don't reveal is the hot bubblegum elasticity of its power delivery. By 6000rpm, it has been pulling so hard and for so long that you feel it must need another gear soon. But it doesn't. It keeps serenading you with its sweet, fascinating and multi-layered voice past 7000 and 8000rpm, too. On the test track, you'll find fifth gear works for any speed between 30mph and 140mph and although small-capacity turbos have many advantages, they don't do that.

So the surprise is that the Golf motor competes at all. VW's engineers deserve respect not for prising so much power from such a small capacity, for they could have done that 20 years ago, but for making the engine not merely flexible and responsive but also positively urbane in character.

You only know it's turbocharged because there's no other plausible explanation for almost 300bhp at just 5500rpm from just 2.0 litres. There is no lag and its sound is so clean and cultured that you'd think there was nothing interrupting the flow of its gases from combustion chamber to outside world. Despite the notable fall in revs from one gear to the next

necessitated by the wide ratios of its six-speed dual-clutch automatic transmission, the wall of torque maintains thrust regardless. True, it lacks the Audi's slightly deranged pace, soul-stirring soundtrack and yet more slick seven-speed transmission, but the Golf is closer in all these areas than the apparent disparity in specification suggests.

I question only VW's decision not to make the same manual gearbox used in the Golf R hatch available in the estate. Clearly, there's no engineering imperative behind it, suggesting the decision emanated from some confounded focus group. If there is a choice to be made, why not let your customers make it?

But whatever little the Golf might lose to the RS4 in a straight line, it more than regains the moment you need to use the steering wheel. The Audi puts a huge amount of rubber on the road – a 265-section tyre even at the front on the optional 20in rims on the test car – whereas the VW's tyres are fully four sizes smaller. And despite their extra workload, I'd not be surprised if it was the RS4 that was ultimately capable of generating greater lateral acceleration. But up here in the hills, g-force is not what matters: it's confidence, and very few cars of any price inspire more of it than this Volkswagen.

The Golf is so damn quick on roads such as these partly because it is →



RS4's interior looks old-school but feels the more special; to most eyes, the Audi's exterior is more visually appealing; the Golf's cabin is a model of restraint and good sense



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You never use an inch more road than expected in the Golf. Yet there is something missing and it's the last thing I expected



Along twisting roads like these, the Golf R is more rewarding

← compact, has all-wheel-drive traction and offers proper chassis feel, but mainly because it is so damn accurate. You don't have to set an approximate trajectory and fine-tune thereafter. You aim; it goes. You never use an inch more road than expected.

And yet there is something missing here, and it's the last thing I expected: unlike most estates, the Golf R notices its extra bulk. It weighs 79kg more than the hatch and because it's all hanging out the back, you might think the car would be more balanced and feel all the better for it. But it doesn't. It runs a stiffer rear spring, too, and although all the hatch's stability and accuracy remain, some of its gorgeous throttle-sensitive adjustability has gone. I doubt the car is significantly slower point to point, but it is less chuckable and less fun as a result.

Mind you, it still makes the Audi feel its age. At a fundamental level, the RS4 feels less structurally rigid than the Golf, providing a floppier platform for its suspension to work upon. There is little steering feel, but the Audi's main issue is that it is less precise everywhere, which means more effort for you and less reward from it. There's no questioning the

entertainment on offer but it's never quite the precision instrument you might hope or indeed feel the right to expect a car of this specification and price to be.

Where it does beat the Golf, and hands down at that, is in braking performance. The VW's left pedal does the job required of it, but the RS4's anchors are simply superb. Carbon-ceramics are an option, but with a standard iron set-up as good as this, you'd only want them for prolonged track work, or showing off to your mates.

As estate cars, there's not much between them. For passenger space, they are similar, even in the back, where the RS4's leg room potential is eaten away by its vast, superbly supportive front seats. Extended estate rooflines mean that head room is generous in both. Look at the stats box and you'll convince yourself that the Golf has a far greater carrying capacity, too, and I'm sure it does. That said, if you park them side by side and flip the seats up and down, the two actually appear to provide similarly proportioned luggage areas.

But there is no questioning the Golf's superior ride quality, the →



Golf is shorter and narrower on the outside but its boot is roomier, seats up or down



RS4 is entertaining and characterful but it lacks the delightful precision of the Golf R



Audi's boot is proportionally similar to the VW's but is 115 litres smaller, at 490 litres



Golf R's go-faster additions are muted; RS4 is the far more expensive car and looks it

	1 Volkswagen Golf R Estate	2 Audi RS4 Avant
RATING	★★★★☆	★★★★☆
Price	£33,585	£56,595
0-62mph	5.1sec	4.7sec
Top speed	155mph	155mph
Economy	40.4mpg (combined)	26.4mpg (combined)
CO₂ emissions	162g/km	249g/km
Kerb weight	1574kg	1795kg
Engine layout	4 cyls in line, 1984cc, turbocharged, petrol	V8, 4163cc, petrol
Installation	Front, transverse, 4WD	Front, longitudinal, 4WD
Power	296bhp at 5500rpm	444bhp at 8250rpm
Torque	280lb ft at 1800rpm	317lb ft at 4000rpm
Power to weight	189bhp per tonne	247bhp per tonne
Specific output	149bhp per litre	107bhp per litre
Compression ratio	9.8:1	11.0:1
Gearbox	6-spd dual-clutch auto	7-spd dual-clutch auto
Length	4596mm	4718mm
Width	1799mm	1850mm
Height	1467mm	1416mm
Wheelbase	2630mm	2813mm
Boot capacity	605-1620 litres	490-1430 litres
Fuel tank	55 litres	61 litres
Range	420 miles	300 miles
Front suspension	MacPherson struts, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar
Rear suspension	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar
Brakes	340mm ventilated discs (f), 310mm ventilated discs (r)	380mm ventilated discs (f), 350mm ventilated discs (r)
Wheels	8.5Jx18in, alloy	9.0Jx20in, alloy
Tyres	225/40 R18	265/30 R20

← cleaner and more cohesive layout of its instruments and controls and its superior refinement, especially on coarse and concrete surfaces, where the RS4's seven-league boots make a frightful racket.

Then again, nor can you doubt that the RS4 provides a greater sense of occasion in its front spoiler than the bland-looking Golf does in its entirety. The Audi's cabin may now be old, but it's still a genuinely special place to sit, rather than merely a clinically effective operating theatre such as that provided by VW. See the Golf parked outside on a rainy Monday morning and you'll be pleased about your choice of daily driver. See the Audi and your heart will skip a beat, at least until its horrendous fuel consumption bangs you back to reality.

So the Golf wins, as of course it must. These cars aim to combine

both practicality and driving dynamics and the VW has a little more of both and that's before you consider the huge price disparity between them. The truth is the RS4 is a dinosaur powered by an engine of no relevance to the needs of the modern tax-paying motorist.

And yet, to me at least, the David and Goliath metaphor does not stand up here. Not only does the RS4 have a charm that is both real and rare, the Golf R is unquestionably a less engaging driver's car in estate form than in its genuinely phenomenal hatchback guise. What's left is a superbly effective device but still a device, whereas thanks to both its looks and that monstrous motor, the RS4 is a flawed character, but a real character nonetheless. In short, the Golf is the better car, the RS4 the more memorable by an equivalent margin. Make of that what you will. **A**



Golf R's turbo 2.0 is refined and flexible



RS4: eight cylinders, not a turbo in sight

THE CAR THAT STARTED THE FAST ESTATE TREND

HOW FAR HAS the fast Audi estate come in the 20 years since its very first, the RS2, ceased production? Look at the numbers and you'll conclude not far at all: despite its dual-clutch gearbox, today's 444bhp V8 RS4 is just one scant tenth of a second quicker to 62mph than the 315bhp five-cylinder manual RS2, largely because it's a whopping 200kg heavier.

The RS2 has been a cult car for many years, but at the time it was an acquired taste. Unlike the Golf, which has a similar specific output, Audi (and its co-partner Porsche) could only get that much power from a 2.2-litre turbo motor by lumbering it with simply enormous lag, resulting in an all-or-nothing



delivery that would be unacceptable today. Also, the RS2 was Audi's first RS model and therefore the car that did most to foster the RS reputation for fine performance but poor handling. Renown for a lack of

steering feel and sluggish turn-in, it was nothing like as much fun to drive as its performance figures implied. And flawed though today's RS4 chassis is, it's a Porsche Cayman GT4 compared with the RS2.





'WE ARE STARTING FROM SCRATCH'

Alfa Romeo CEO Harald J Wester believes his revival plan is destined to succeed. He tells **Steve Cropley** why

PHOTOGRAPHY LUC LACEY

For a moment, it seems Harald J Wester, Alfa Romeo CEO since 2010, is about to break the habit of a lifetime and reveal that bit too much about his company's future.

This is not usual. German-born Wester spent the first 14 years of his career as a young mechanical engineer rising rapidly through the ranks of the monolithic Volkswagen Group – where only those expressly authorised are free to speak in public – so he hardly ever utters a word out of place, even in his second language.

We're discussing Alfa's much-publicised expansion plan, announced last summer in Milan, to use eight new models and a much-delayed US launch to boost volume from last year's sub-80,000 units to 400,000 in 2018 – and as an outsider, aware of the firm's ropery record on expansions, I can't resist saying it looks a scarily steep mountain to climb.

Wester is as reasonable and softly spoken as any country vicar, but you can tell that after 15 months of justifying the recovery plan, he's a little fed up with having to rationalise the validity of his task, especially when the interviewer poses the obvious supplementary: if you couldn't succeed before, how can you succeed now?

"Look," he says, with an edge of exasperation, "a volume around 400,000 for all those new models won't even be a particularly big success for Alfa. Some would say it represents too much new product for too little volume. In the second generation, an investor would probably expect sales to go significantly beyond those numbers."

For a second, there's a hint of an open goal: how much Alfa volume might the investor foresee? How about 600,000? In my dreams, I'll get a positive answer and an exclusive. The prospect of Alfa Romeo volume achieving viability is especially enticing to someone like me who has chronicled the company's losses and failed recoveries for 40 years. But the glimpse of a farther future goes in a flash. "Our first job is to make a start," he says with finality.

"An important part of our job is to make the existing Alfisti happy," he acknowledges. "It is wonderful, knowing how many people have continued to support our brand in its bad years. But there are not enough of these people available to build a strong future. We have to find more customers, and the way to do that is by providing what they want. Fancy niche models will not contribute very much to our stability." He does not say "like the 4C" but it is clear this is what he's thinking.

Where are these new customers? →



New Giulia is highly likely to spawn a crossover model

'The past 30 years were a continuous story of over-promise and under-delivery'

◀ Wester slips into the 'professor' guise he wears rather well. Last year, he explains, around 90 million cars were sold worldwide. Nine million were premium cars – and a remarkable two-thirds of those fell into just four sectors: full-sized saloon, full-sized SUV, mid-sized saloon and mid-sized SUV. Who can be surprised that Alfa plans to launch products in these classes to build its eight-model future?

"Let's talk Maserati for a minute," says Wester, continuing the lesson,

this time with his second CEO's hat on (perhaps there will be time to learn something of Abarth, the third string to his busy bow). The total volume of the classes into which Maserati's models fit makes a million sales worldwide. Of those, 550,000 are SUVs. "You can remain pure and ignore the crossover trend," says Wester. "But if you do, you can look forward to a beautiful death."

If his Alfa plan works, Wester says, it will right most of the company's enduring wrongs by bringing back

exciting and emotional products, greatly increasing car manufacture and car-making jobs in Italy (where the Alfas are to be made) and restoring the company to sectors where decent margins can be earned. It sounds like a kind of Italian Nirvana.

However, understanding Wester's view of the future requires you to appreciate his view of the past: what, exactly, went wrong at Alfa. Given that he has occupied a ringside seat since joining the Fiat Group as chief technical officer in 2004 (after a short

stint as Ferrari's director of product development) his view carries an impressive ring of authority.

Things started going wrong as far back as 1986, he believes, when Fiat's bosses found themselves in charge of Alfa Romeo. Understandably, Alfa's leaders started looking for economies and synergies, instantly finding productive possibilities in the Fiat range. However, they lacked vision and "completely forgot" that one of the prime jobs of the new cars was to continue Alfa's unparalleled heritage.

As an example of a bungled product, Wester singles out the 159 of 2005, the result of a deal between GM and Fiat that paid only minimal attention to being an Alfa. "It was a mess," he admits, "an enormous investment in a model that wasn't



There are no plans to replace the 4C sports car in Alfa Romeo's eight-model future



Stylish design and emotional appeal will remain core to the character of Alfa Romeos

even state of the art. The past 30 years were a continuous story of over-promise and under-delivery. Some of Alfa's managers were disrespectful to everything it stood for in the past. But now we are starting from scratch."

When you enquire, as politely as possible, why the yearned-for renewal is only beginning now, Wester looks weary. Someone as hard working as this isn't going to respond well to the inference that he and his colleagues have spent years sitting on their hands.

"Ten years ago, we were nearly broke," Wester explains, "which meant we could not afford to build the products we knew were needed. On top of that, we lacked a proper distribution network, another essential for success. These things have become available recently, because of our association with Chrysler. The game is different now."

Six of the proposed eight new Alfa models, as we read them, will be volume-builders: two new-generation Giulietta models (probably a saloon and five-door hatchback, maybe on a shortened Giorgio rear-drive platform, although that's not confirmed); two Giulia models off the new platform (the new four-door saloon and probably an SUV-cum-crossover); and a new full-sized saloon and crossover (again using a modified Giorgio platform). The remaining two models will probably be brand-new versions of the GTV coupé and Spider convertible, again built off the rear-drive architecture. The mid-engined four-cylinder 4C will continue for now, but there is no indication that it will be replaced.

Even though Wester insists it has been successful in the past, the Punto-based Mito definitely won't have a replacement, simply because this is no longer an economic market sector in which a manufacturer like Alfa is able to operate. "Mito is premium, B-segment, three-door and made in Europe – nobody is buying cars like these," he says.

On motorsport, Wester confesses that he loves track driving but has no plan to spend Alfa's precious resources on high-profile racing. It may have helped build the company's heritage, he says, but the 'win on Sunday, sell on Monday' adage simply isn't appropriate in the modern era. "We will engineer our new cars so owners can enjoy them on the track," says Wester. "Which means concentrating on lightness, good weight distribution, advanced engines, latest technology and emotional, ground-breaking design. If we can do these things well, we will succeed." **A**

'Ten years ago, we were nearly broke. The game is different now'

German-born
Wester joined the
Fiat Group in 2004





Should the *Grandi Formaggi* at Alfa Romeo wish to remind themselves of the standards to which their new Giulia should aspire, they could do a lot worse than study the two cars in our picture, above, in detail. One is a 75: Alfa Romeo's last rear-drive saloon and, indeed, the last Alfa to be launched in the company's pre-Fiat days of independence.

The 75 was born 30 years ago, but my guess is that there would be shockingly little dissent among both the general public and Alfisti to my contention that Alfa Romeo has not produced a better saloon since.

The other car is the original Giulia. Old though it is (it was launched in 1962) and angular enough to look more like a small child's doodle of a car, to me, at least, this is the greatest Alfa saloon of all. I'll tell you why in a moment. For now, though, let's consider what they have in common.

Remarkably, given that they hail from different generations, both share the same engine. Okay, the 75 has fuel injection, variable valve timing and two plugs per cylinder and it displaces 1962cc rather than the Giulia's 1570cc, but at their core both use the same all-alloy, twin-cam motor that appeared in 1954.

More relevant to today's designers of the new Giulia is something else they share – less easy to define than a lump of metal under the bonnet, but far more important even than that. It's an approach and, if you look back through the post-war history of Alfa Romeo, you'll find every truly great car the company has made follows it.

Simply put, it is the pursuit of driving pleasure through the deployment of the best available engineering solutions. If the new Giulia really is to mark the rebirth of Alfa Romeo, it is this philosophy it must capture.

Take the 75. The engine we already

know. It directed its power via a gearbox mounted between the rear wheels – not great for boot space, but brilliant for weight distribution. Its rear disc brakes were located not behind the wheels but inboard either side of said gearbox because there they'd reduce unsprung mass. Its front suspension was sprung by torsion bars, its rear axle of De Dion design – once again to cut unsprung weight but also to minimize camber changes under load. A limited-slip differential came as standard.

As for the Giulia, it offered in 1962 a twin-cam engine, a five-speed gearbox and a coil-sprung rear →



TURIN PROUD

The Alfa Romeo 75 and original Giulia set standards for driving purity and engagement that the new Giulia would do well to follow, says **Andrew Frankel**

PHOTOGRAPHY ADAM WARNER



The Giulia is beautifully balanced in corners but lacks the power to kick out its tail



The sprightly 75 is resistant to understeer, instead feeling neutral, grippy and alive



1967 twin-carb Giulia Super has surprising pace

The result is extraordinary, like your blue-rinse grandma throwing shapes

← axle, whereas even Ferrari's staple product at the time, the 250GT, had a single cam per bank, a four-speed gearbox (plus troublesome overdrive) and cart-type leaf springs at the back. The Alfa also had disc brakes at each corner – an unheard of refinement in a saloon of its size at the time.

The result is extraordinary, like your blue-rinse grandma suddenly leaping to her feet at your sister's wedding reception and throwing shapes all around the dance floor. The Giulia might look fuddy-duddy

but that's not how it drives. The car here is a 1967 Giulia Super with a brace of Weber carbs strapped to the sides of its twin-cam motor. Together they offer a fabulous sound and surprising pace. However, the real class act is the chassis.

On tyres skinnier than those fitted to most motorcycles, the Giulia feels taut, accurate and responsive. Steering feel is of a kind that's been extinct in family saloons for decades and when you lob it into a corner at the improbable speed it will carry,

the car may heel over but it will hit your apex every time. There's not quite the power to boot the tail out but in quicker turns you just set your approximate trajectory with the wheel and fine tune your line with your right foot from thereon in. There is a driver's car of rare skill lurking within that mumsy shape.

The 75 plays the same game, but at a rather higher level. You may be wondering why there's a Twin Spark in these pictures rather than the full fat 3.0-litre V6. The answer comes

in two parts. Firstly, the Twin Spark is better balanced, and second, you may have no idea just how difficult it is to find an unmolested example of any 75 these days, regardless of engine. V6s are far quicker and sound better but you lose something in the handling. One is neither better nor worse than the other – just different.

The Twin Spark doesn't actually feel that quick. It spreads its 148bhp over a wide rev range and while fuel injection has robbed it of the inimitable Alfa growl, it's still a cultured, pleasant voice in the car. Unexpectedly, given how terrible earlier Alfa transaxle gearboxes were to use, the 75's is a delight. Again, though, it is the handling that makes the 75 honour its marque and why, over 20 years since the last one was



Mechanical excellence shines through the Giulia's feelsome helm and five-speed 'box



Alfa 75's steering wheel and driver's seat transmit every detail of the car's behaviour

built, we still felt the need to hunt down a 75 and try it out.

On fat modern tyres it has grip aplenty but, just like the Giulia, it is the car's balance that distinguishes it from the Alfa saloons that followed it. It turns in so sweetly and with such poise that you're tempted to look behind to make sure it really is a four-door saloon. It shares the Giulia's aversion to understeer and prefers to adopt a neutral stance, while feeding information about grip levels and the road surface through the seat and steering. Like the Giulia, the 75 offers an immersive and delightful experience. It plucks you out of the director's chair and throws you into the action.

Both cars demonstrate how Alfa Romeo managed to stand out from the crowd then and how it could do so today. The new Giulia need not have the joke driving position of its forebear or the insane ergonomics of the 75. It just needs their character, innovation and verve.

With great looks, rear drive and a 50/50 weight distribution, the new Giulia represents Alfa's best chance in 30 years of launching a great mid-size saloon. I hope with all my heart that it takes it. **A**



Byword for driving pleasure since 1962



Alfa's best saloon of the past 30 years

Alfa's best saloons since the 75

Alfa Romeo 164

Shares underpinnings with the Lancia Thema, Saab 9000 and Fiat Croma but comes with Alfa power and Pininfarina looks. With a spacious and sensibly arranged cabin, it was a fine effort undone only by 3.0-litre models' prodigious torque steer and poor build quality.



Alfa Romeo 156 3.2 V6 24v GTA

This isn't a great Alfa by any means – the requirement to send 250bhp through its front wheels saw to that – but it was hugely characterful by Alfa's latter-day standards and was involving to drive, even if not always for the right reasons. Worth it for the noise alone.



Alfa Romeo 159 3.2 JTS V6 TI Q4

A complicated name for a car made far simpler to drive than its predecessor by the provision of four-wheel drive, there to deal with the power of the 3.2-litre V6. Overweight and not wholly engaging, the Q4 was at least competent, attractive and quick.



Alfa 75 Twin Spark makes the most of its modest 148bhp

SPECIFIC RIM

Michelin's racing department is experimenting with larger wheels and argues they have greater relevance to road car technology. **Matt Prior** investigates

PHOTOGRAPHY LUC LACEY



Michelin is developing 17in and 18in racing tyres and has put in a bid to supply F1 from 2017, provided it moves to 18in

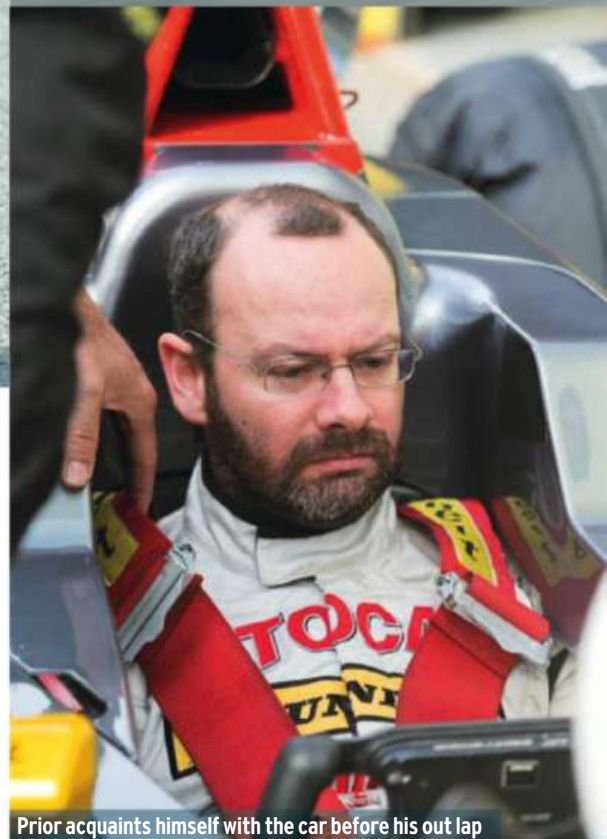
The first surprise: a single-seater on 18in wheels doesn't look rubbish. I'd feared it might, but no. This Formula Renault 3.5, on deeply dished 18in-diameter wheels, looks rather good to me.

Single-seat racing cars, up to and including Formula 1, have been using littler wheels – usually of 13in – for years. I don't know why. There was a time when ultimate performance road tyres were around 13in in size, I suppose, but only if you drive a Caterham are they still. Road cars left 13in wheels behind long ago, but single-seat racing cars – small, I suppose, and light – stuck with them. Which is fine, unless, say, you're a tyre manufacturer and you think road tyres ought to benefit in some way from tyres you design for competition; technology transfer, breed

improvement, that sort of thing. It's the sort of concept you might think hardly ever happens these days, given how far removed motorsport is from road driving, except for one thing: a tyre compound Michelin used at Le Mans just four years ago is used in its Pilot Sport Cup road tyre today.

Which is why Michelin, developer of road and race tyres, would like more single-seaters to move to larger wheels. It has even pitched for the F1 tyre contract from 2017, hoping to replace Pirelli, but a move to 18in rims is a condition of its application.

"For us to go to F1, we need a good reason to do so," says Pascal Couasnon, director of Michelin Motorsport. If Michelin doesn't learn anything for the road, it's not interested. The trouble is, not many people in F1 have hitherto been interested in moving to a larger wheel and tyre.



Prior acquaints himself with the car before his out lap



Couasnon: "For Michelin to go to F1, we need a reason"

'AN 18IN TYRE MAKES A CAR MORE SENSITIVE TO CHANGES'

Hence, Michelin has developed some 17in tyres and fitted them to a Formula Renault 2.0, and some 18s and fitted them to a Formula Renault 3.5 – a single-make formula from which some drivers have stepped straight to F1.

Michelin claims a lot of benefits – not just that it'll develop better road tyres as a result. It thinks that 13s hold back suspension engineers and drivers, because the large, flexible sidewall blunts set-up adjustments made to a racing car. A 17in or 18in tyre, with smaller, probably stiffer sidewalls, makes a car far more sensitive to set-up changes. "It gives more opportunity to the team engineers to adjust the car's setting, and make more [lap time] difference from box to box than before," says Philippe Mussati, Michelin Motorsport's customer competition department manager.

In closed formulae like Renault 2.0 and 3.5 (from which Renault, although not Michelin, is withdrawing next year), Mussati says, the only difference is the driver and the car's set-up. "And on 17in or 18in, the setting is much more important than it used to be with 13in tyres," he adds.

Bigger tyres are also meant to be cheaper for teams. A 17in or 18in wheel also gives space for bigger brakes, which means they can be made from cheaper, lower-tech materials yet still retain the same stopping power and degradation.

At the moment, Michelin has aimed to get the same wear and performance characteristics from the larger tyre as the smaller one. The result is that, at the moment, it's a little heavier – around 0.5kg a corner – and has the same wear rate, but turns out to be up to a second faster a lap.

"We are probably 50% of the way there," says Couasnon, who describes the tyre as a "first or second draft". He says there's still "optimisation of the compound and the structure of the tyres" to do, but "the profile itself is done".

The lower profile – not truly low, which helps the appearance, by my reckoning – is said to make the car's steering responses sharper than before. I have a go in both the 2.0 and 530bhp 3.5 cars but, well: I haven't tried either on 13s, I don't know the circuit or the car and I'm not a racing driver. Racers in the series who've tried them, though, like them. Good drivers like anything that makes them faster and think they'll be able to set a car up better than their competitors.

Michelin feels like it's ready, then. Whether F1 decides it is too, is another matter. **A**

BMW X1

New crossover is quite different from its forebear but is it better?

MODEL TESTED xDrive20d xLine

● Price £33,925 ● Power 187bhp ● Torque 295lb ft ● 0-60mph 8.2sec ● 30-70mph in fourth 9.3sec
● Fuel economy 42.7mpg ● CO₂ emissions 129g/km ● 70-0mph 47.5m

As outstanding as some of its saloons, estates and SUVs have been over the decades, there's no greater proof of the enduring power of the BMW brand than the success of the previous X1 crossover hatchback. Over a lifecycle of almost exactly six years, built in factories in India, China and Russia as well as in Germany, the X1 clocked up 730,000 worldwide sales. And yet the X1 was awkward-looking, cumbersome-handling, badly packaged, plainly finished and equally plainly rough and unrefined. Munich's blue-and-white propeller may never have been risked on such a poor car.

WE LIKE Improved practicality ■ Solid, upmarket cabin quality ■ Agile, secure handling



● Cars in xLine trim have adaptive LED headlights. SE and Sport get halogens with LED daytime running lights. The former has cornering and auto main beam functions.



● Extend the diagonal bonnet creases and the lines at either end of the lower air intake and they converge in an X-shape behind the kidney grille. It's a feature of the X3, X4, X5 and X6, too.



● Enlarged kidneys of the radiator grille give the car more snorting presence. Matt aluminium grille slats identify an xLine model. They're gloss black on a Sport version.



● X1's wheel range starts with 17in alloys. These 18s come as standard on xLine cars and M Sport models get 19s. Slightly squared-off arches distinguish BMW's X-car SUV family.

What, you can't help but wonder, would happen if BMW made a good one? It certainly needs to. In the six years since the launch of the original X1, the crossover market has mushroomed to the point where it has become more important than most of the more traditional segments in which BMW can draw on established experience and strength. Building a good X1, in 2015, is probably more vital than leading the market with any of the firm's luxury or sporting models.

To achieve that aim, there's a new platform, new engines and all kinds of new on-board and all-round



Original X1 notched up 730k global sales

systems technology at play here – all going towards repeating the sort of European sales domination that BMW has produced with some of its executive saloons. The transversely engined, predominantly front-drive

UKL platform underpins its third series-production model for the BMW Group after the Mini hatchback and 2 Series MPV, and atop sits a body widely rethought for more recognisable SUV looks and significantly better practicality.

Among those new engines are the latest three and four-cylinder turbocharged petrols and diesels, many of them providing the obvious performance superiority we've come to expect from BMW. But will BMW's other motive trademark be in evidence here, in the shape of truly distinguishing handling appeal to go with that obvious get-up-and-go?

DESIGN AND ENGINEERING



The most apparent change with this new X1 is a proportional one. The jacked-up estate car looks of the original car have been replaced by a much more conventional crossover bodystyle, with a higher roofline, beltline and seating position. The visual awkwardness has gone, too, and the X1 now looks more like a downsized X3 or X5 and, perhaps even more important, much more like a premium-brand alternative →

WE DON'T LIKE Price ■ Firm, slightly noisy ride ■ Performance and economy below BMW's usual grade



● Satin aluminium cladding for the sills and bumpers is also a feature of xLine trim. As ever with crossovers, it's a hint of ruggedness that, overall, the car doesn't really possess.



● Aero blades have become an increasingly common extension of the rear spoiler on modern hatchbacks. The X1's are among the more discreet-looking ones.



● All X1s apart from the 16d, 18d and 18i get twin exhaust pipes integrated as part of this neat, quietly rugged-looking diffuser.



● LED headlights up front are packaged with these LED tail-lights, which illuminate with a long horizontal bar of light that, BMW claims, makes the car appear wider.



● Centre-stack surround was one of only a few places in our test car to feature finger-smudge-attracting high-gloss black plastic.



● Cubby ahead of the gearlever includes two good-sized cupholders and space for a phone, should you want to keep it near sloshing liquid.



● Chrome-edged steering wheel button consoles complement the chrome-edged paddle shifters and show BMW's desire to make the X1 feel classy.



MULTIMEDIA SYSTEM

BMW is only just about as generous with the X1's entry-level specification as it needs to be in order to justify the car's pricing. SE trim has iDrive and a 6.5in multimedia system with navigation, DAB radio, CD player, USB connectivity and Bluetooth media streaming – so nothing earth-shattering, then.

You don't get the top-of-the-range widescreen infotainment system, even with an M Sport car, unless you pay extra for it. But regardless of which X1 you buy, the larger control display, online services, remote control functionality and head-up

display of our test car can be bought as part of the reasonably priced Navigation Plus package (£1490).

Put simply, it's worth spending the money. All of the infotainment functions are more navigable and accessible via the widescreen set-up, and the navigation map is detailed, clear and expansive. BMW's RTTI live traffic information is also quick to update your route and seems more reliable than rival systems in helping you to avoid jams.

Our test car also had BMW's Harman Kardon premium hi-fi, which possessed impressive audio system quality and power.

◀ to a Nissan Qashqai, rather than a curious sort of 1 Series 'allroad'.

That the car looks slightly shorter of snout is down to the fundamental shift through which all compact BMWs will go over the next couple of years: from a longways engine and rear-wheel drive to a transverse engine and, for the most part, front-wheel drive. You wouldn't say that the X1 looks any less like a true BMW as a result of the shorter bonnet, although it remains to be seen if we'll be able to say the same of the next 1 Series.

The X1's UKL platform brings with it a steel monocoque underbody that, BMW claims, is significantly stiffer than that of the previous car and also allows for a near-perfect 50/50 front/rear weight distribution. If true, such a weight balance would be unusual for a transversely engined car. Most of the car's panels are steel, with aluminium used for the bonnet and in places throughout the suspension. MacPherson struts feature at the front and a multi-link axle at the rear, both combined with fixed ride-height coil springs. Adaptive dampers are offered as an option, though, as is BMW's speed-dependent active-ratio Variable Sport Steering system.

The engine range consists

exclusively of 2.0-litre four-cylinder units for the time being but still offers more choice than most rivals. Power ranges from 148bhp in the case of the sDrive18d and xDrive18d up to 228bhp for the range-topping twin-turbocharged xDrive25d. Next month, two three-cylinder alternatives will join the range – one petrol, one diesel – and the oil-burning sDrive16d version is likely to become one of the most tax-efficient crossovers of its kind.

Higher-end variants of the X1 get an Aisin eight-speed automatic transmission as standard, and a choice of either front-wheel drive or part-time four-wheel drive, which is delivered via an electro-hydraulic clutch situated on the rear axle.

Our test car was a mid-range 187bhp 20d diesel auto with four driven wheels and adaptive dampers.

INTERIOR



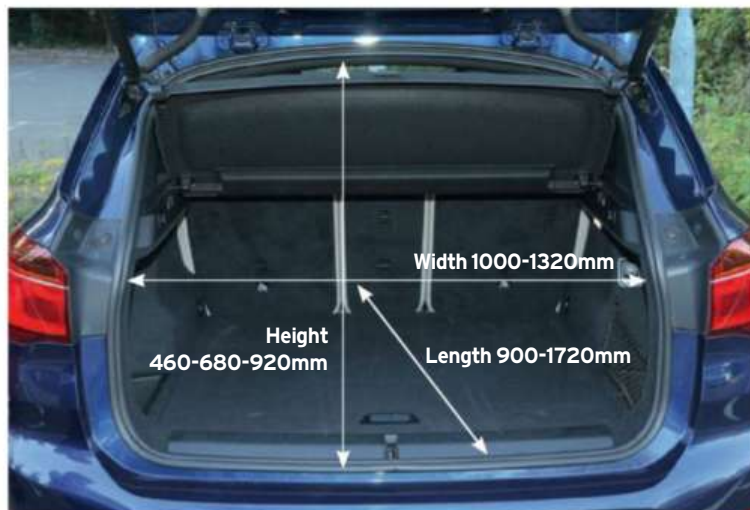
BMW's reward for turning the X1's engine through 90deg is readily apparent inside the new car. The mechanical change was part of a process that has transformed the X1 from being one of the least →



● Driving position is now only semi-recumbent, but an abundance of head room, leg room and column reach accommodates taller drivers well.

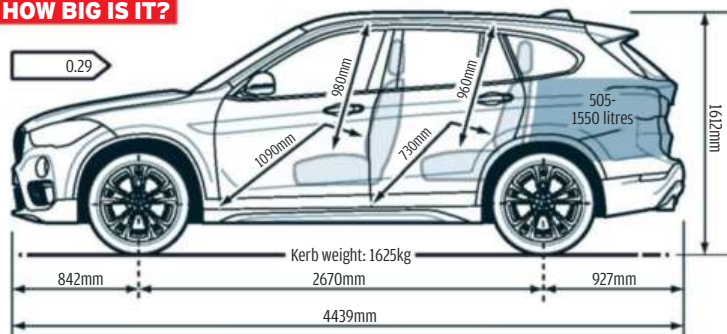


● Second-row seats slide fore and aft by 130mm if you're willing to pay an extra £195. There's plenty of leg room and head room for adults as a result.



● There's room for smaller bags and cases underneath the boot's false floor. Boot above is quite long and deep. The 40/20/40 folding seatbacks are handy.

HOW BIG IS IT?



VISIBILITY

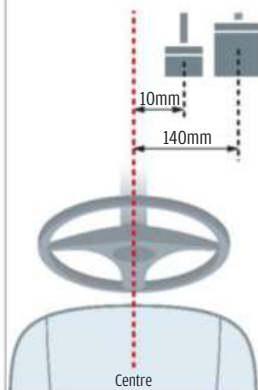
Good in all directions. A-pillars are fairly chunky but easy to see around because they are not at particularly close quarters.

HEADLIGHTS

Test car's LED lights had good clarity and range but could have been brighter.

WHEEL AND PEDAL ALIGNMENT

Perfect pedal and wheel positioning, with a brake pedal wide enough for comfy use with a left foot. Lots of reach adjustment on the steering column.



← practical crossovers of its size into one of the most.

Although you sit 30mm higher in the front than in the old car, and higher still in the rear, there's abundant head room and generous leg room in the front row. Further back, our test car's optional sliding rear seats made for good passenger space, so in both rows the X1 offers more room than our class-leading crossover, the popular Qashqai. Both of the BMW's premium-brand rivals, the Mercedes-Benz GLA and Audi Q3, are less spacious.

The X1's boot is big, too. It isn't desperately wide, but it's long and deep and bordered by back seats that fold 40/20/40 and lie completely flat for the utmost load-carrying flexibility. A folding front passenger seatback is also available as an option. So, at the second time of asking, it seems that the X1 actually delivers the enhanced practicality its crossover status implies.

The cabin also does justice to

a premium-brand badge with its pleasing material quality, which, again, is something you'd never have said of its predecessor. From shoulder level right down to the door bin and transmission tunnel mouldings, and from the column stalks to the bonnet release, the X1's cabin plastics look and feel solid, smooth and well finished.

The soft-touch surfaces up top, juxtaposed skilfully with textured aluminium and satin chrome inlays, conjure an expensive ambience, the oyster and black leathers of our test car playing an equal part in that effect. The leather-upholstered bar bracketing the centre console and gear selector in favour of the driver, meanwhile, is at once typical of a BMW and very easy on the eye, and the red ambient lighting of the cockpit adds an even more upmarket note after dark.

There's a generous amount of storage in both rows, with good-sized cubbies at the foot of the centre stack

and under the centre armrest, and bottle holders in the door cubbies big enough for one-litre bottles.

Assuming that BMW's characteristic sense of reserve in the styling of its interiors is to your taste, the X1's cabin is a difficult one to find fault with. We'd prefer that second-row passengers had more than one 12V socket as a means to charge their various electronic devices and also dare say that some parents might miss a third set of Isofix child seat anchorages for the rear row's middle seat. But neither concern is sufficient to stop the X1 getting a perfect score here.

PERFORMANCE

★★★★☆

As juvenile as this may seem, job one for any new BMW worth its salt – even a diesel crossover – is to outstrip its competition on outright accelerative pace. Buyers expect

nothing less, after all. But while the X1 performs well, it falls marginally short of that mark.

Our performance data archive has a like-for-like Audi Q3 at a narrow, solitary 0.1sec disadvantage to the X1 from standstill to 60mph, and a similar one both through the gears and locked in fourth gear from 30mph to 70mph.

But the GLA220 CDI 4Matic that we performance tested last year matched the X1's 0-60mph sprint of 8.2sec and was slightly faster than the BMW to 100mph and in other respects. If the X1 had gone as fast as BMW claims (7.6sec to 62mph), the familiar selling point would be beyond doubt, but it couldn't be made to do so. Missing that mark by more than half a second, in a run-in car and in dry conditions, merits a black mark.

However, the X1 certainly feels swift, muscular and relatively free-revving from the driver's seat. The eight-speed gearbox chooses its ratios well, shifts smartly and

TRACK NOTES

Agile, precise, controlled and secure, the X1 dismisses Millbrook's Alpine Hill Route as matter-of-factly as a well-sorted five-door hatchback. It generates plenty of mechanical grip, keeps its body in check at all times and makes it known when its adhesion levels are on the wane by slipping from the front end first, just as it should.

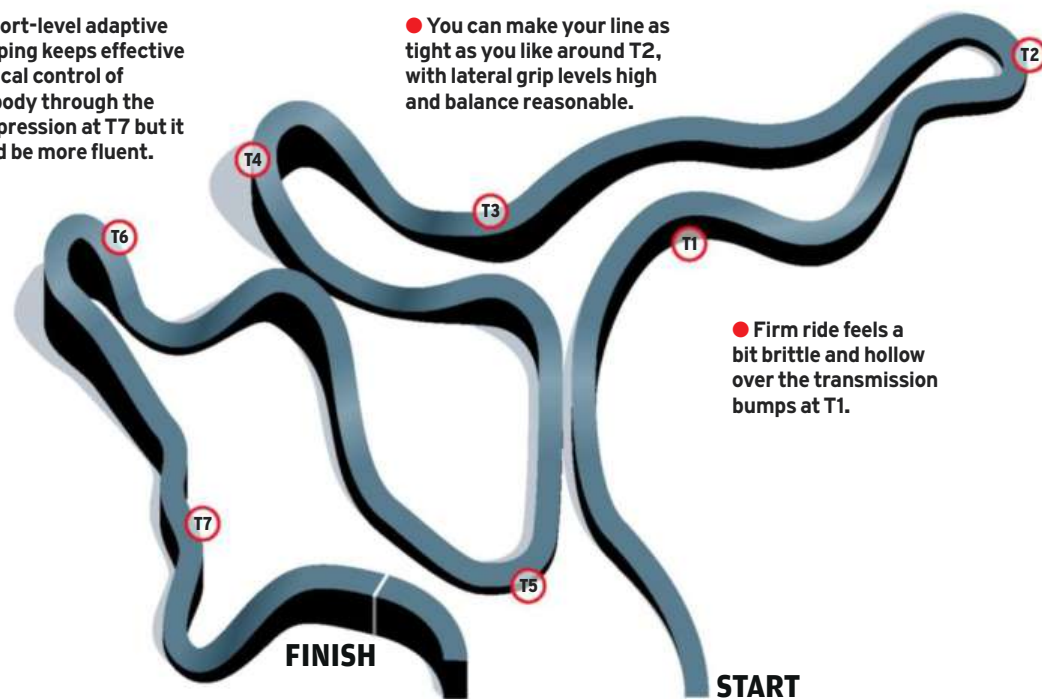
Attack a tight corner hard, reapplying power earlier than perhaps you should on the way out, and you can feel BMW's torque vectoring system diverting power away from the unloaded wheels and its four-wheel drive system shuffling power rearwards. It's a reactive rather than a proactive process, though, mitigating understeer as it builds rather than preventing it altogether.

The stability control is quite subtle, intervening gently to begin with. Turn it off and it's possible to hustle the X1 through a corner more quickly, but considerably less tidily, albeit without encountering any underlying handling instability.

● Sport-level adaptive damping keeps effective vertical control of the body through the compression at T7 but it could be more fluent.

● You can make your line as tight as you like around T2, with lateral grip levels high and balance reasonable.

● Firm ride feels a bit brittle and hollow over the transmission bumps at T1.



ACCELERATION 14deg C, dry

BMW X1 xDrive20d xLine

Standing quarter mile 16.6sec at 85.3mph, standing km 30.3sec at 108.8mph, 30-70mph 8.0sec, 30-70mph in fourth 9.3sec

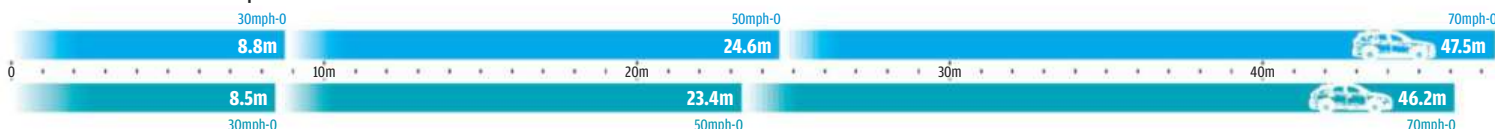


Audi Q3 2.0 TDI 177 quattro (2011)

Standing quarter mile 16.6sec at 84.0mph, standing km 30.5sec at 105.7mph, 30-70mph 8.2sec, 30-70mph in fourth 9.4sec



BRAKING 60-0mph: 2.84sec



X1 has good body control but a firm ride is the trade-off



The diesel keeps spinning long after rivals have thrown in the towel, revving to well beyond 5000rpm

locks up without slipping at low revs, allowing the engine's low-end torque to shrug off the car's mass when climbing gradients, even in higher gears. At the other end of the rev range, the 2.0-litre diesel keeps spinning long after rivals have thrown in the towel, revving to well beyond 5000rpm without undue complaint. Given that most similarly sized crossovers take a couple of seconds longer to hit 60mph from rest and aren't nearly as flexible or free-revving, driving performance could probably still be a selling point for the X1, then.

It's a pity that refinement doesn't do more for the car. A mix of road roar and the usual undertone of coarseness that you tend to get from BMW four-cylinder diesels sent our decibel meter soaring to relatively high levels. The X1 was four decibels louder at a 70mph cruise than the Qashqai we tested last year. That kind of difference is more than big enough to be noticed.

Braking performance for the car is competitive but not outstanding, although the pedal feels carefully tuned and is easy to modulate accurately.

RIDE AND HANDLING

★★★★☆

Crossover buyers are a demanding bunch, because they can afford to be. The best examples of the crossover breed don't feel like big cars but instead cover their extra bulk and higher roll axis with the body control, agility and balanced ride of a normal family hatchback. As a result, their drivers don't even have to recognise any inherent compromise, on ride or handling, for choosing a bigger, heavier car, much less accept one.

Those buyers will, by and large, find the X1 capable of the same trick. Flat-handling, grippy, directionally responsive and fairly comfortable, the BMW feels almost as dynamically sophisticated as any of its rivals. You wouldn't call it the class's best-handling act, though – not quite – and neither would you say that it does anything special. On both counts, that probably makes it a lukewarm success by BMW's high standards.

Even without BMW's lowered and stiffened M Sport suspension set-up and with its Dynamic Damper

Control, the X1 feels quite firmly sprung: a little over-damped, fidgety, and sensitive to coarse surfaces in all but Comfort mode on the Driving Experience Control switch.

For a BMW, perhaps that's as it should be, particularly given that upright, alert handling is the trade-off. Even without Variable Sports Steering, the car turns in smartly and resists understeer well as lateral loads build. It remains stable at all times, which in a relatively high-sided car is more important than mixing greater body roll with greater off-throttle handling balance and flirting with unwelcome oversteer.

But that also means the X1 doesn't feel quite as dynamically poised as BMW's rear-driven saloons and estates and can't be balanced or turned on the accelerator in the same way. Much as it might promise otherwise, BMW's four-wheel drive system doesn't make a telling difference in that respect.

BMW could also have done a better job of filtering feedback into the X1's steering, which, although nicely weighted and consistent, doesn't tell you much about how hard the front wheels are working.

BUYING AND OWNING

★★★★☆

The X1's pricing makes it pretty clear that BMW expects it to be in demand. Looking at the car's closest rivals, the £32k asking price for a mid-spec xDrive20d Sport is fairly competitive. But when you look slightly further afield – at the step up from volume-brand alternatives or the closeness to a like-for-like BMW X3 – you may start to feel a bit short-changed by the X1. On a contract hire basis, the jump up to the X3 should be narrower still, with residual value experts CAP predicting slightly poorer residual performance from the smaller car. Priced at more than £36k, the range-topping X1 xDrive25d costs as much as a well-equipped Land Rover Discovery Sport.

The car's equipment level is reasonable but not a selling point on its own, and its fuel economy and CO₂ emissions, although competitive, are not outstanding, either. Our True MPG testers produced an overall average of 42.7mpg from the xDrive20d. →

BMW X1 XDRIVE20D XLINE

On-the-road price	£33,925
Price as tested	£39,225
Value after 3yrs/36k miles	£16,550
Contract hire pcm	£379.20
Cost per mile	57.9p
Insurance/typical quote	na

EQUIPMENT CHECKLIST

Front, side and curtain airbags	■
18in Y-spoke alloy wheels	■
Oyster leather with grey highlights	■
Mediterranean Blue metallic paint	£550
Brushed aluminium interior trim	£110
Navigation Plus pack (inc. Remote Services, RTTI, Navigation Plus, Online Services, head-up display)	£1490
Driver Comfort pack (inc. cruise control with braking function, park assist, Extended Interior Lighting, PDC)	£590
Technology pack (inc. Comfort Access, reversing camera, Harman Kardon hi-fi)	£990
Panoramic glass sunroof	£945
Sliding rear seat bench	£195
Electronic Damper Control	£390
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

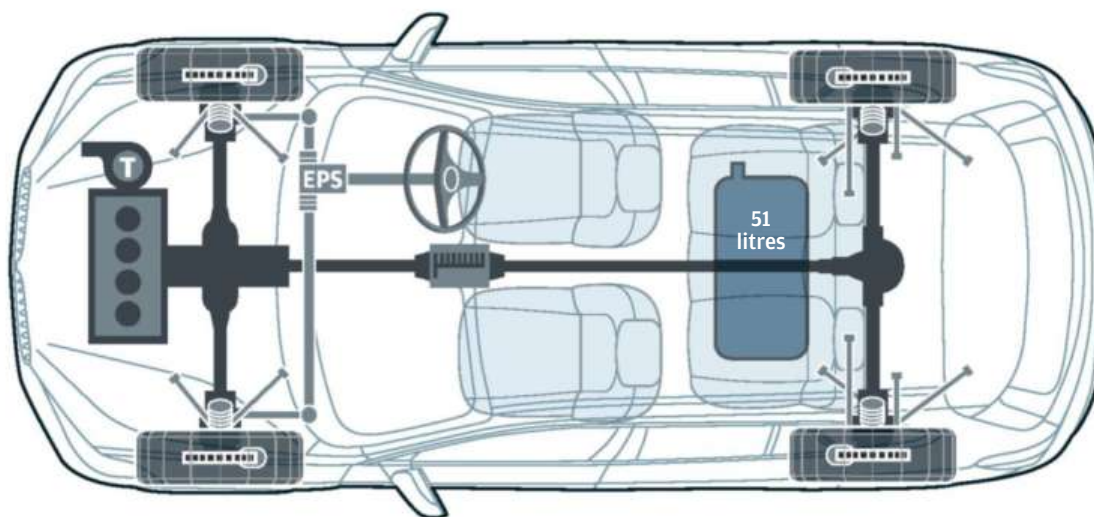
ENGINES	POWER	FROM
xDrive20i Sport	189bhp	£31,225
sDrive18d SE	148bhp	£28,330
xDrive20d Sport	188bhp	£32,180
xDrive25d xLine	228bhp	£36,060

TRANSMISSIONS

8-spd automatic	■
8-spd paddle-shift Sport auto	£135
(6-spd manual standard on sDrive18d xLine; Sport auto standard on xDrive25d xLine)	

TECHNICAL LAYOUT

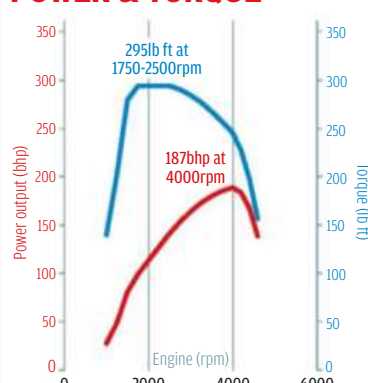
BMW's new compact UKL model platform enforces a change to a transversely mounted engine up front, with either front-wheel drive or clutch-based four-wheel drive. Suspension is all-independent and braking by ventilated discs at all corners. Adaptive dampers and variable sports 'active' steering are both optional.



ENGINE

Installation	Front, transverse, four-wheel drive
Type	4 cyls in line, 1995cc, diesel
Made of	Aluminium block and head
Bore/stroke	84.0mm/90.0mm
Compression ratio	16.5:1
Valve gear	4 per cyl
Power	187bhp at 4000rpm
Torque	295lb ft at 1750-2500rpm
Red line	5400rpm
Power to weight	115bhp per tonne
Torque to weight	182lb ft per tonne
Specific output	94bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1625kg/na
Drag coefficient	0.29
Wheels	7.5Jx18in
Tyres	225/50 R18, Pirelli Cinturato P7
Spare	Repair kit

TRANSMISSION

Type	8-spd automatic
Ratios/mph per 1000rpm	1st 5.25/5.1 2nd 3.03/8.9 3rd 1.95/13.9 4th 1.46/18.5 5th 1.22/22.2 6th 1.00/27.0 7th 0.81/33.4 8th 0.67/40.3
Final drive ratio	2.955:1

ECONOMY

TEST (TRUE MPG)	Urban	36.2mpg
	Extra-urban	49.2mpg
	Average	42.7mpg
CLAIMED	Urban	50.4mpg
	Extra-urban	64.2mpg
	Combined	57.6mpg
	Tank size	51 litres
	Test range	479 miles

SUSPENSION

Front	MacPherson struts, coil springs, adaptive dampers, anti-roll bar
Rear	Multi-link, coil springs, adaptive dampers, anti-roll bar

STEERING

Type	Electro-mechanical, rack and pinion
Turns lock to lock	2.9
Turning circle	11.4m

BRAKES

Front	312mm ventilated discs
Rear	300mm ventilated discs
Anti-lock	Standard, with Brake Assist

CABIN NOISE

Idle	43dB
Max rpm in 3rd gear	74dB
30mph	61dB
50mph	66dB
70mph	69dB

SAFETY

ABS, DSC, DTC, CBC, DBC, Fading Compensation	
Euro NCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	129g/km
Tax at 20/40% pcm	£130/£260

ACCELERATION

MPH	TIME (sec)
0-30	2.8
0-40	4.2
0-50	6.0
0-60	8.2
0-70	10.8
0-80	14.2
0-90	18.6
0-100	24.2
0-110	31.0
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

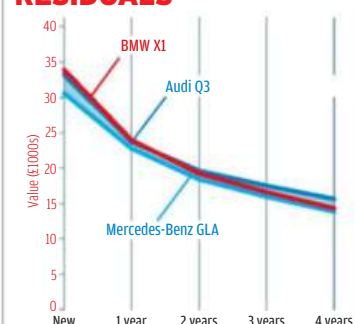
MPH	2nd	3rd	4th	5th	6th	7th	8th
20-40	2.8	3.5	5.7	-	-	-	-
30-50	-	3.5	4.3	5.4	-	-	-
40-60	-	4.1	4.5	5.3	6.5	8.8	-
50-70	-	-	5.0	5.5	6.7	8.9	11.8
60-80	-	-	6.0	6.1	7.1	9.6	12.4
70-90	-	-	-	7.1	7.9	10.3	14.0
80-100	-	-	-	10.8	9.1	11.8	15.8
90-110	-	-	-	-	12.5	-	-
100-120	-	-	-	-	-	-	-
110-130	-	-	-	-	-	-	-
120-140	-	-	-	-	-	-	-
130-150	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	28mph 5400rpm
2	48mph 5400rpm
3	75mph 5400rpm
4	100mph 5400rpm
5	120mph 5400rpm
6	136mph 5031rpm
7	136mph 4075rpm
8	136mph* 3371rpm

RPM in 8th at 70/80mph = 1735/1983

RESIDUALS



● Sceptical RV experts expect both Audi Q3 and Merc GLA to outperform the X1, despite the latter's newness.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the X1, contact BMW Customer Information Centre, Selectapost 51, Sheffield S97 3FZ (0800 561 0666, bmw.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

BMW X1

AUTOCAR VERDICT ★★★★★☆

Much improved, but not the dominant act that its price implies



Owners of the previous X1 simply won't recognise the spacious, flexible, classy customer they've taken delivery of here – and refugees from other crossover models will have plenty to say in praise of the car's practicality, quality and handsomeness. But those with a broader experience of BMW's model range may not be quite so bowled over by this car and neither, quite, are we. Although its performance is strong, it's not outstandingly so and the same is true of its real-world fuel economy. The X1's handling is spry but it isn't a desperately slick or engaging car to drive. And, for a premium-brand car, it still leaves a fair amount to be desired on refinement.

In reflection of all of that, and of the high price asked for the car, our rank for the X1 places it outside of the top two. It's a broad and challenging class, sure, but also one in which BMW could expect to do better if it offered better value for money.

TESTERS' NOTES



MATT SAUNDERS

It's always pleasing to find a cabin that can take on a fresh character as the sun sets. BMW's LED ambient lighting gives the X1 that advantage. It looks classy after dark.



NIC CACKETT

The X1's gearlever is a stock item shared with the firm's Mini range. I couldn't help missing the much smaller, slicker one-touch wands that the other X cars get.

SPEC ADVICE

Mitigate the high price of the car with SE or Sport spec, but add the Navigation Plus pack (£1490), the Technology pack (£990) and Electronic Damper Control (£390).

JOBS FOR THE FACELIFT

- Keep working on the damper tuning for quicker response and more fluent control.
- Give us better steering feedback.
- Quieten the ride – either with more sound deadening or softer bushings.
- Reduce the price.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	NISSAN Qashqai 1.6 dCi 130 4WD Tekna	FORD Kuga 2.0 TDCi 180 TiT ^x X Ps ^{ft}	BMW X1 xDrive20d xLine	SKODA Yeti 2.0 TDI Monte Carlo DSG	MAZDA CX-5 2.2d 4WD Sport Nav auto
Price	£28,910	£33,830	£33,925	£25,485	£30,595
Power	128bhp at 4000rpm	178bhp at 3500rpm	187bhp at 4000rpm	148bhp at 3500rpm	173bhp at 4500rpm
Torque	236lb ft at 1750rpm	295lb ft at 2000rpm	295lb ft at 1750-2500rpm	251lb ft at 1750rpm	310lb ft at 2000rpm
0-60mph	10.5sec (claimed, to 62mph)	10.0sec (claimed, to 62mph)	8.2sec	9.2sec (claimed, to 62mph)	9.4sec (claimed, to 62mph)
Top speed (claimed)	118mph	124mph	136mph	119mph	126mph
Fuel economy (combined)	55.4mpg	52.3mpg	57.6mpg	51.4mpg	51.4mpg
Kerb weight (claimed)	1518kg	1707kg	1625kg	1510kg	1545kg
CO₂/tax band	133g/km, 24%	140g/km, 26%	129g/km, 23%	144g/km, 26%	144g/km, 26%

Verdicts on every new car, p72

There's no powerful diesel. Still practical, frugal and very polished to drive, though.
★★★★★

About as agile and engaging as crossovers get. Expect a sizeable discount on list price.
★★★★★

Rules over its premium-brand rivals but not over the wider class. Upmarket and pacey.
★★★★★

The only downsized crossover that gets a ranking berth. Likable, usable and well built.
★★★★★

Premium-brand muscle and spry handling for an appealing price. Not as refined as some.
★★★★★

LETTER OF THE WEEK

Gold-standard Mazda

Mazda has once again created a highly desirable thoroughbred soft-top roadster in the MX-5 (Road Test, 2 September). It's the purest possible package that eschews compromise in favour of authenticity. I know where my money will be heading when the time comes for a change, unless the MX-5-based Fiat 124 steals my heart.

I read that Mazda is also toying with bringing in a Wankel-engined successor to the RX-7 and RX-8: the company deserves a gold medal.

However, I would switch my allegiance in a heartbeat for a proper new MG sports car, provided that it could come somewhere near the Mazda's purity. I don't see that happening any time soon, though, which is a tragedy.

John Miles
Middlesex



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

HONDA'S HIDDEN HANDLES

What is the current obsession with 'hidden' rear door handles all about? The latest Honda HR-V is one such victim to supposedly make people think they are buying a two-door coupé. It just looks like a car with short front doors and an oversized rear panel with a slit in it, like others of its ilk. Then you combine this odd look with questionable ergonomics. I hope this fashion fad soon has its day.
Graham Lillis
via email

PERFORMANCE OVER NUMBERS

Volkswagen cheating the regulations is bad, but how many people really buy cars based on test figures? I remember seeing a survey that said colour played a major part in people's car buying choices. I buy, as do many enthusiasts, based on performance.

What's needed, as soon as possible, is

a world testing standard that replicates real usage. Then those who buy based on numbers will know what they are getting.

Bob Bull
via email

GERMANY VS ALFA ROMEO

After all the hype surrounding the new Alfa Romeo Giulia, I was deflated to read that it will not go on sale in the UK before September 2016 (This Week, 30 September). Is right-hand-drive production taking a back seat to the brand's US relaunch?

Six years after the premature demise of the 159, the UK will finally get a replacement and it better be as good as all the hype. In the time it has taken Alfa to mobilise its resources, German manufacturers have reworked and facelifted the (already excellent) 3 Series, C-Class and A4 models several times over. My fear now is that they will



Graham finds this all too much to handle

have time to trump the Giulia before it even reaches these shores.

St John Harvey
Chilham, Kent

XE AT THE TOP

The Jaguar XE versus BMW 3 Series comparison has triggered some mixed emotions (Your Views, 16 September).

Few would disagree that the Jaguar XE is a great-looking car with a low sporty stance and this is an acceptable

compromise for a smaller boot and slightly less leg and head room.

The XE has the advantage over the 3 Series with regard to handling. Furthermore, the Ingenium diesel engines offer EU6 emissions and class-leading economy and performance. Ingenium petrol engines will follow soon and provide class-leading performance.

Jaguar has managed to provide the benefits of both the Mercedes-Benz C-Class and 3 Series in one car and it is now up there with the best in class.

Rob Gregory
Via email

SKODA AND PROUD

Peter Ciesielski highlights that, in some areas, public perception and badge snobbery are still alive and well where the Skoda brand is concerned (Your Views, 30 September).

As the driver of a four-year-old Skoda

AUTOCAR

What you're saying on autocar.co.uk

Range Rover Evoque Convertible

I'm supportive of manufacturers thinking out of the box and trying something new, but this doesn't hold any appeal for me.
Overdrive

As a diesel, it certainly is not 'perfectly suited' to a city like London – or indeed any large city.
scrap

I don't understand the negativity here. It's a fashion accessory, yes,



but that's what the Evoque is, full stop.
Mikey C

Saw the wire-framed version. It will be a real challenge to make it

look attractive, but if they can, why not?
unionjack

It's a fashion car, so a cabrio makes sense.
jensen_healey





Kwid itch: PJ Walker is itching to see this Renault sold in the UK

Superb that I bought new, I can confirm that the appeal of its space, comfort, build quality and abilities have yet to wear off. Neither has the fact that a similarly specced Audi A6 or Mercedes-Benz E-Class would have cost nearly double the £22,000 I paid.

Doug Weir
Via email

GIVE US A KWID

Having just watched Autocar India's video on the Renault Kwid, it's a real shame we can't buy a simple, well-priced car like this in the UK. If Renault fitted the Twingo's turbo petrol engine for a bit more go, I'm sure it would find quite a following in the UK and Europe.

I'd like to see a test of a few other of the UK's forbidden fruits. Peugeot produces some sensible saloons in Russia and Nigeria, like the 408 and 301.

Regrettably, we aren't all able to

run to new Porsche Caymans. There are still quite a few of us who just want something interesting to drive that doesn't cost a fortune.

PJ Walker
via email

GOLF GTD PRICE DROP

My wife's Volkswagen Golf GTD is one of the affected models in the emissions scandal (confirmed now by VW).

I had been looking to part-exchange it over the past few months and have been to my local VW dealership to get a valuation and looked around online.

Just before the scandal broke, one valuation came back at £12,000, valid for the next seven days.

A day later, the emissions scandal came to light but I didn't take any action because I wanted to see what would happen next. The seven days expired and the next day I requested a new valuation. In the space of a week and a day, the value quoted had fallen to £11,215 – a drop of nearly £800 for a five-year-old, good-spec, low-mileage Golf GTD 5dr DSG.

Julian Pritchard
via email

WRONG APPROACH, MINI

Robert Hamilton wonders why Mini persists in using twin rear doors on the Clubman (Your Views, 16 September). It's down to Mini's continually desperate attempts to link its modern range with the original Mini.

I don't think that there is anything about the modern Mini that would please Sir Alec Issigonis. Poor space efficiency, style over function and repositioning Mini as a luxury brand as opposed to basic transport for the masses: the modern Mini is a poor imitation of the original.

Duncan Finlayson
via email



Debate continues over whether the XE or 3 Series is better

NEXT WEEK

Inside the magazine – on sale 21 October

ROAD TEST



Renault Kadjar Definitive verdict on the French alternative to the Nissan Qashqai



FIRST DRIVE

McLaren 570S

Does Woking's most accessible sports car yet hit the mark?



COMPARISON

Cayman GT4 vs Honda NSX

Porsche's modern classic goes up against a mid-engined past master

FIRST DRIVE



Ferrari 488 Spider First impressions of Maranello's new mid-engined convertible

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet



Jaguar XE

FIRST REPORT Has Jaguar's crucial new executive saloon got what it takes to shade a 3 Series in the cut and thrust of daily use? We'll find out over the next few months

The XE is the most important car Jaguar has made in recent times. It's important because it takes the company into a new segment, bringing the idea of an 'affordable' Jaguar to a multitude of new customers, as well as introducing a new range of diesel and eventual engines.

Crucially, this new Jaguar must be every bit as engaging and fun to drive as its larger siblings, the XF and F-Type, while also delivering value for money. By any measure, it's a tall order.

Understandably, then, we couldn't wait to welcome an XE on to our long-term fleet. It's a mid-range R-Sport model, sitting between the lesser SE and Prestige trims, and the high-spec Portfolio and S models. It has a lot of equipment as standard including an 8.0in touchscreen infotainment system with navigation, R-Sport bodykit and

sports suspension, chrome exterior trim, autonomous emergency braking, automatic headlights and wipers, rear parking sensors and keyless start.

Its biggest rival, the BMW 320d M Sport, also has an eight-speed automatic transmission as well as metallic paint and front and rear parking sensors. At £32,085, however, it is over £2500 cheaper than our £34,775 XE and, with 187bhp under the bonnet, more powerful, too.

However, that's with the Jaguar in standard trim. Options on our test car raise its price higher still. We might not have chosen the Cold Climate Pack (which brings heated seats and a heated steering wheel) or the wi-fi hotspot ourselves, but since we were keen to get into an XE as soon as possible, we let Jaguar decide. Along with larger 18in alloy wheels, Parking Pack (which



The XE's cabin is snug but perceived quality remains high

LAND ROVER
DEFENDER


Matt Prior

LEXUS
NX300H


Mark Pearson

MAZDA
CX-3


Mel Falconer

MAZDA
MX-5


Matthew Burrow

McLAREN
650S
SPIDER


Mark Tisshaw

MERCEDES-BENZ
E-CLASS ESTATE


Andrew Frankel

PORSCHE
PANAMERA


John McIlroy

RANGE ROVER
SPORT


Steve Cropley

RENAULT
TWINGO


Matthew Burrow

SEAT
LEON
X-PERIENCE


Mark Tisshaw

SKODA
FABIA


Tom Webster

SKODA
OCTAVIA


Matt Burt

SUZUKI
CELERIO


Steve Cropley

VOLKSWAGEN
GOLF R


Allan Muir

R-Sport trim includes
18in alloys, a bodykit
and sports suspension


An 8.0in touchscreen display comes as standard



The 178bhp 2.0 Ingenium diesel is noisy from cold


Our XE will spend
its weekdays as an
urban commuter

Dynamic mode changes the colour of the instruments from blue to red. Very Jaguar

includes a rear-facing camera), electric front seats and metallic paint, the total price of our test car is £38,210.

We've been impressed with the XE in range-topping 335bhp V6 form, but the core of the range lies in Jaguar Land Rover's Ingenium petrol and diesel engines. The 2.0-litre diesel in our model offers up 178bhp and 317lb ft, enough to see the XE to 60mph in 7.4sec and on to a top speed of 140mph. Jaguar says our XE should return up to 67.3mpg on the combined cycle, while emitting 111g/km of CO₂.

Although a manual gearbox is available, Jaguar's smooth-shifting eight-speed automatic transmission

seems to be more in keeping with the executive nature of the XE, so that's what we've gone for.

Like all XEs, our car comes with the JaguarDrive Control system. It allows the driver to choose between Dynamic, Normal, Eco or all-weather Winter modes. Pleasingly, opting for Dynamic mode changes the colour of the XE's part-digital instrument cluster from blue to red. Very Jaguar.

Our first impressions of the XE are good. Its cabin is comfortable and well appointed, if lacking the kind of technology and premium finish you'll find in the C-Class or Audi A4. As you might imagine, it's more snug than an

XF, particularly in the back, so it'll be interesting to see how four adults cope with a long journey.

Looking at the XE brochure, I reckon the £1000 panoramic sunroof option would have been worth ticking, because as without it, the cabin feels a little dark. Also worth choosing would have been the £235 front seat lumbar support. Its absence soon becomes noticeable.

Our reviewers say that although the engine offers strong pulling power, it's loud and obtrusive. I agree. The noise softens as the engine reaches operating temperature, but from a cold start you notice it. It's a blight on what has otherwise been a great first encounter.

In my company, the XE will be in for a varied mix of duties: short urban commutes during the week, with longer motorway journeys and A-road drives at the weekend. It must be able to tackle all

of them with ease and do so with the dynamic characteristics we've come to expect from Jaguar.

No doubt you'll have seen the car maker's recent adverts for the XE, featuring actors Tom Hiddleston and Nicholas Hoult in the latest take on the brand's 'good to be bad' theme. The next few months will determine if Jag's new saloon really can 'go forth and rule the road', as the advert suggests.

darren.moss@haymarket.com

Jaguar XE R-Sport 2.0 i4 180PS

Price £34,775 **Price as tested** £38,210

Options 10x10-way electric front seats (£765), Bluefire metallic paint (£620), Cold Climate Pack (£535), Parking Pack (£530), InControl Secure security tracking (£510), wi-fi hotspot (£300) **Economy** 67.3mpg (official combined) **Faults** None **Expenses** None



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AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
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CL600 Bi-TURBO » 580+ BHP
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350 CDi V6 » 312 BHP
420 /450 CDi V8 » 358 BHP

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997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

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FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
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Renault Twingo

Mileage | 3300 Locating the engine in the back doesn't prevent the Twingo from being a very capable hauler of cargo

Few long-term test cars cause as much discussion as the Renault Twingo. Not just in the Autocar office, either. Owners have been getting in touch to share their experience of the unusual city car.

A lot of the discussion has focused on the atypical powertrain set-up, which is not surprising, considering that it's the car's stand-out feature. But it has also been eye-opening to see how capable the car is in other areas.

The first person to contact me was Jenny, who changed her Abarth 595C for a new Twingo 0.9 TCe 90 Dynamique. She knew that she wasn't going to get anywhere near the same performance from the Renault but was pleased that she was going to save £1800 a year in running costs and could still specify a fold-back roof. Jenny definitely made the right call going for the more powerful engine. Our car's performance is fine around town but really lacking on the motorway and it doesn't enjoy being pushed at all.

I also heard from Jenny's partner, Andy, who had been driving her car on the motorway and experienced something that I've mentioned before. He noticed that the Twingo has a tendency "to act like a carrier bag in



Andy transported a surprising amount of flat-pack furniture with three seats folded



Boot is easily adequate for a weekly shop



Good manoeuvrability is an asset in town

anything more than a light breeze, which, when it first occurred, caused some mild panic". Once you're aware of it and used to it, it isn't quite so shocking, but it means motorway driving isn't a relaxing experience.

What really caught my eye, though, was how Andy and Jenny have tested their Twingo's practicality to the limit. We've been impressed by the decent-size boot, which can swallow a large suitcase without any issue, but we were really pleased to see that the Twingo is quite the load-lugger when needed.

Andy folded all seats down, apart from the driver's – a neat trick that allows loads as long as 2.3 metres to be transported – and crammed the Twingo full of flat-pack furniture. It's hard to imagine another city car that could perform such a trick.

Meanwhile, my colleagues have been

enjoying the Twingo in town because of the tight turning circle and excellent visibility but they have complained about the interior plastics and the lack of a footrest next to the clutch pedal.

One colleague said that the interior felt low-rent and another that it didn't feel quite finished. It doesn't feel as well put together as those of the Hyundai i10 or the Volkswagen Up, but there isn't a single rattle after six months and the cabin remains pretty much free of marks. That's not bad for a car that costs less than £10,000. The omission of a footrest by the clutch pedal is frustrating but not uncommon in small Renault products.

Everyone who drives the Twingo says you would be hard pressed to tell it's rear-wheel drive in everyday driving and I would tend to agree with that. Do we think the rear-engine, rear-wheel-

drive set-up is the future of city car design? It's unlikely. The traditional configuration works well and gives a decent boot and a lower driving position.

Having the engine in the boot means it's not very easy to get at – it involves emptying the boot and unscrewing the engine bay cover – and the rear seats are very upright, even in their most reclined setting. It'll also be interesting to see how the rear-wheel-drive Twingo gets on if we have a harsh winter.

Having said that, the Twingo does its main job well – and have I mentioned the fantastic turning circle?

matthew.burrow@haymarket.com



Rattle-free cabin offers a good view out

Renault Twingo 1.0 SCe 70 Play

Price £9995 **Price as tested** £10,735

Economy 43.5mpg **Faults** None

Expenses None **Last seen** 9.9.15

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McLaren 650S Spider

Mileage | 5800 One trip to Silverstone and two to Tesco illustrate its broad repertoire

Stay with me here, but perhaps the thing that's surprised me most about the early days in the McLaren 650S Spider is just how much I've driven it. Of course you're going to want to drive a car like this as much as possible, but unfortunately limited everyday usability typically gets in the way of you doing so.

Not so with the 650S. It's a doddle to drive and easier than many a supermini to potter around in due to its perfect control weights and surprisingly good visibility, the sculpted front wings allowing you to safely place the car away from the kerb. And my word, it rides.

I've driven it mainly on humdrum A-roads and through towns so far. I've even been to Tesco twice in it. The first time I was hugely worried about leaving it and wondered where I'd put my



Front boot is wide and deep enough for a decent amount of supermarket shopping



Tisshaw is a fan of its everyday usability

Weetabix once I came back to the car. The second time, after I'd realised you can get all your shopping in the front boot and it has the ability to put a smile on everyone else's face as well as your own, I thought nothing of it.

So it does humdrum as well as any other car, but any other car can't do what the 650S does on a circuit. The sound of its exhaust note when you fire it up goads you to drive it everywhere quickly, but speed limits soon stop that.

Thankfully, the chance has already come to put the 650S through its paces, at a Pure McLaren track-day at Silverstone. These events are for McLaren owners and include a one-to-one coaching session. Unsurprising news alert: the 650S is stonkingly fast in a straight line and stops just as quickly thanks to its carbon-ceramic brakes.

But it's the handling that really shines, the level of adjustability in the corners and the nuances that change when you select one of the three modes: Normal, Sport, and Track. It also responds to different driving styles. It will reward you for threading it carefully through the bends but also play along if you just want to throw it in and slide around. So I did both, before stopping off to buy some milk on the way home.

mark.tisshaw@haymarket.com

McLaren 650S Spider

Price £215,250 **Price as tested** £255,930

Economy 24.2mpg **Faults** None

Expenses None **Last seen** 23.9.15



BMW 220d Active Tourer

Mileage 10,685

You know how lots of the tyre pressure monitors on the market flash up a warning that you've got a flat but scrimp on the fine details? The BMW 220d Active Tourer is a bit more scrupulous than that.

A couple of weeks ago, it informed

me that I had a deflating front offside tyre. I checked it, as you do, and it looked like a slow puncture. So, as you do, I re-inflated it and got on with my life. Then a few days later, it warned me again. I checked again. I re-inflated it again, (I know, I know.)

Things came to a head – safely,

I'm pleased to report – on the M25 the other day, when the warning appeared for a third time. I was in a rush to a photoshoot but decided that enough was enough, so I came off the motorway at the next junction and ended up at an independent retailer called Fairway Tyres.

To be honest, my hopes weren't exactly sky-high. The place itself looked a bit part-worn, and I had visions of shelling out a few hundred quid for a new bit of rubber. But I couldn't have been more wrong. The efficient technician there quickly diagnosed the problem as a nail in the tread (which I'd expected). Then he said he could fix it (which I hadn't expected). All in, the repair cost me the princely sum of £20.40 and 30 minutes of my time, allowing me to still make my appointment and have a smile on my face.

In all seriousness, it's good that the BMW system gives you so much information. Tyre pressure monitors are a compulsory fit these days (worth remembering the next time a salesman

points it out as an exciting feature) but some definitely do a better job than others. My spot checks occurred during daylight hours, but if the dreaded warning appears on the dashboard during a late-night run home in a bit of grim winter weather, I'll appreciate the car pointing me at the tyre that requires investigation.

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BMW 220d Active Tourer M Sport

Price £29,540 **Price as tested** £35,090

Economy 43.2mpg **Faults** Slow puncture

Expenses Tyre repair £20.40

Last seen 16.9.15



BMW's warning is usefully detailed

DEALS

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How to survive VW's dieselgate

What should VW owners do in the wake of the scandal? **James Ruppert** offers some smog-free advice

Are we bored with the Volkswagen scandal yet? I think we should be. What has been surprising is how long it took to join up the dieselly dots linking Volkswagen to all the other parts of the group – Seat, Skoda and Audi – that use the same engines, with potential knock-on consequences for other brands including Lamborghini, Bugatti, Bentley and Porsche.

Common sense should prevail but, as we all know, it won't. There have been knee-jerk responses to all of this, and inevitably there will be government rules and regulations that could affect the current and future values of those cars caught up in the scandal.

For the moment, though, it is probably best to keep on driving your

VW Group diesel until the dust has settled. That is easy enough to say, but if you were poised to part-exchange your car, you are a bit stuffed. Whatever the official fix is, it could make your motor less efficient and slower than before, so the outlook isn't especially good until another scandal comes along to draw everyone's attention elsewhere.

Here, then, is my 25-point guide to surviving the VW scandal.

(1) If you own a VW-related diesel, don't panic-sell it. Keep it and use as normal. (2) Obey the recall notice when it comes. It will become a future appraisal issue and, unless you are going to run your car for a decade or more when it will no longer matter, not having any recall work done could affect the car's value.



Own a VW diesel? Keep calm and carry on

(3) It's probably best not to buy a new Volkswagen right now until there is some certainty. However, a used one may well be a tad cheaper and you can play all sorts of games with sellers, especially dealers who can only see a depreciating asset on their forecourt. If you are spending up to, say, £6000, you won't lose that much over a few years. (4) Ask yourself if you really need a diesel. I have been consistent on this

Obey the recall notice. It will become a future appraisal issue and not having work done could affect the car's value



P66 James Rupert
Used car expert



P68 Mark Pearson
Deals expert



P70 Nic Cackett
Data expert

Prices of VW diesels could fall over the next few weeks



BANGERNOMICS BEST BUYS



READER'S CAR: KIA SPORTAGE

David Bardsley bought his 1995 Kia Sportage for £600 in 2012 to replace his Vauxhall Frontera that kept failing its MOT test. "I have only replaced the Sportage's radiator and three of its tyres since buying it," he says. "It has had three MOT tests and passed all of them with no advisories." David says it costs less than £70 to fill up with fuel but claims it can get him from his home in Blackpool to Plymouth on a tank. "I plan to keep the Sportage until it has a major MOT test failure – or I win the lottery," he says.

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WHAT CAUGHT MY EYE THIS WEEK: PRICE DROPS

I am watching a BMW being reduced by 20% a week. It's a classic relisted on an auction website because, like all of them, it was wildly overpriced to begin with.

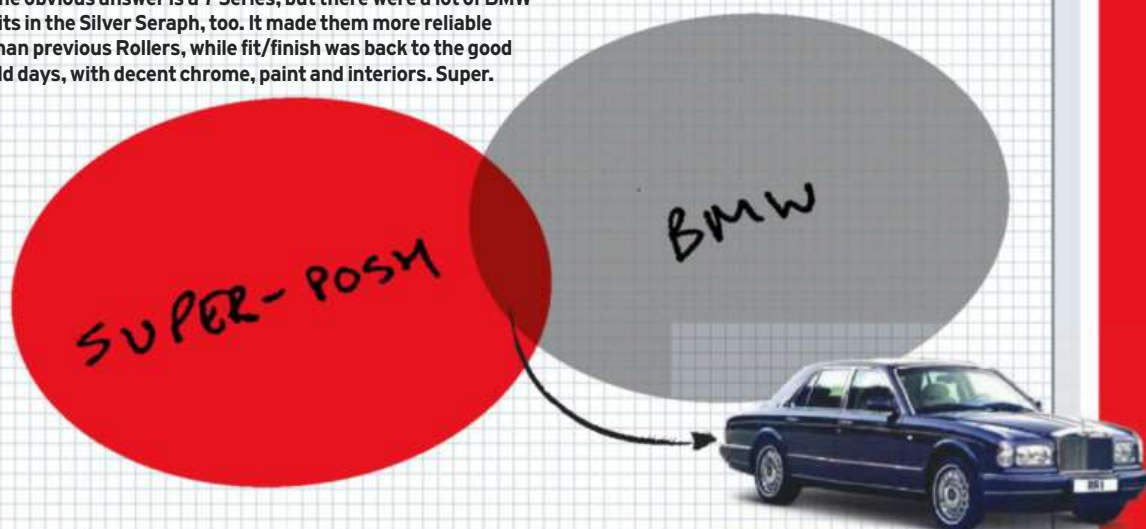


USED CAR DILEMMA: ROLLS-ROYCE SILVER SERAPH

The obvious answer is a 7 Series, but there were a lot of BMW bits in the Silver Seraph, too. It made them more reliable than previous Rollers, while fit/finish was back to the good old days, with decent chrome, paint and interiors. Super.

matter, and clearly the environmental arguments don't exactly stack up. The fuel economy is good but if you're knocking around the locality, go for a less problematic petrol-engined car. (5) If you have a petrol Volkswagen, Audi, Skoda or Seat, hold your nerve. There may well be some residual jitters because the badge is a bit tarnished now. It's unfair, but that is how the car market operates.

There, we've calmed everyone down, with 20 points to spare. It really is that simple. Volkswagen was wrong, but the crisis should reflect just as badly on the regulators and screaming greenies. As usual, it's the owners of the cars who will lose out, at least until common sense prevails – which it won't.



Fresh-air Brits from £6k

Hardy British enthusiasts can't get enough of drop-tops and all the better if they're home made. **Mark Pearson** selects five to consider

1 Vauxhall VX220 (2000-2005)

In mainland Europe they called this roadster the Opel Speedster and it sold by the bucket load. In the UK it was called a Vauxhall and most badge-obsessed Brits walked on by.

More fool them. This lightweight two-seater packs a 147bhp 2.2-litre in-line four amidships, enough to propel the car to 136mph and from zero to 60mph in 5.6sec. Track down the hotter VX220T, with its 200bhp 2.0-litre turbo, and you can dispatch 60mph in under 5.0sec.

It's fun in the bends, too: agile, chuckable and easily recoverable, with go-kart steering and great balance. The driving position is superb, brakes are good and it even comes with airbags and ABS.

It's arguably a more rounded package than a Lotus Elise, with which it shares its basic chassis. You can pick one up now from just £8k. Watch out for signs of hard track-day use and beware of accident-damaged cars.



2



BAC Mono (2011-onwards)

If it looks like a grounded fighter plane, this central, single-seat open supercar actually goes like a rocket.

Beneath that F-22 Raptor-inspired carbonfibre bodywork lies a mid-mounted 280bhp 2.3-litre Cosworth four. Drive goes to the rear wheels via a six-speed F3-style sequential Hewland gearbox. Dry weight is just 580kg,

0-62mph takes 2.8sec and top speed is a very blustery 170mph. It's beautifully balanced in the bends, grips well and brakes powerfully. There's no pitch, no roll – and no weather protection, either.

New, it'll set you back £125,500. There are 40 of them so far, so if you're lucky, you might find a second-hand one for around the same price.

TVR 420/450 SE V8 Wedges (1980-1991)

'Hairy-chested' is the phrase most often used to describe TVRs, but the original Oliver Winterbottom-designed Tasmins now look rather dainty.

It was initially based on lowly Ford underpinnings, but a 190bhp 3.5-litre Rover V8 arrived in 1983 and things started to improve. In 1985 it was enlarged to 3.9 litres, before eventually

reaching 4.4 litres and a brutish 325bhp in the 450 SE. Think 0-60mph in 5.2sec and 150mph. SEACs are faster still.

These V8s are meaty, mighty and a bit of a handful, but they grip and handle well. If you can put up with the sheer loudness, then old-fashioned open-top fun doesn't come much better.

Prices start at £20k for a good V8.

3





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4



Triumph Stag (1970-1977)

The Stag should have been a huge success. It had a good-looking body penned by the Italian designer Giovanni Michelotti and a novel T-bar roof that let in the sun but kept the car strong.

It was good to drive, too. Its 145bhp 3.0-litre V8 had enough urge to propel the car to 130mph and to reach 60mph from rest in 9.0sec. It had light steering, a comfortable ride and a sporty interior.

It was also extremely quiet, especially so when it had broken down by the side of the road. Alas, that engine was prone to overheating and general misbehaviour and it soon earned a reputation for unreliability that it could never buck: the Stag was caught in a rut and it would cost Triumph dear.

It cost a lot of dough new but you can snap one up now for around £5k.

Panther Lima (1976-1982)

Fancy a drop-top British roadster of classic style but think a Morgan too common? Then hunt down a Panther.

Under the Lima's glassfibre body is the running gear from a Vauxhall Magnum: an easily tuned 108bhp 2.3-litre four driving the rear wheels through a five-speed gearbox. Performance may be modest but this is wind-in-the-hair

fun. The Lima covers 0-60mph in 7.6sec and purrs up to a top speed of 112mph.

It was replaced by the equally retro Kallista, which has Ford running gear.

You can buy a Lima from £6k, or consider other equally rare Panthers: the Deville was massive and looked like a Bugatti, the Rio was a tarted-up Dolomite and the 6 had six wheels. Way to go.

5



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Autocar's star ratings explained

- ★★★★★ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★★★★ Appalling. Massively significant failings.
- ★★★ Very poor. Fails to meet any accepted class boundaries.
- ★★ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★ Off the pace. Below average in nearly all areas.
- ★★★ Acceptable. About average in key areas, but disappoints.
- ★★★★ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★★★ Good. Competitive in key areas.
- ★★★★★ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★★ Excellent. Near class leading in key areas, and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In Essex from its great fun to drive				
1.4 T-Jet	E14265	133	155	26
500 CONVERTIBLE 2dr open Open top hot hatch, has a softer ride than the top car				
1.4 16v Turbo T-Jet	E16605	133	155	27
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB Twinkl 105 Distinctive	E16160	103	98	13
0.9 TB Twinkl 105 DV Line	E16910	103	98	13
1.4 140 N Air TCT Distinctive	E17710	138	124	19
1.4 140 N Air TCT DV Line	E18460	138	124	20
1.7 170 N Air Q Verde	E20360	168	139	26
1.3 JTDm 2.85 Distinctive	E16745	94	90	11
1.6 JTDm 2.120 DV Line S-S	E17910	118	114	19
1.6 JTDm 2.120 DV Line	E18660	118	114	20
GIULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa				
1.6 JTDm 175 Excl. TCT	E25840	148	110	20
2.0 JTDm 175 DV Line TCT	E27590	148	110	20
1.4 TB 120 Progression	E18450	118	149	16
1.4 TB 120 Distinctive	E19700	118	149	16
1.4 TB Multir 170 Distinctive	E21200	168	134	23
1.4 TB Multir 170 Excl.	E22950	168	134	23
1.4 TB Multir 170 DV Line TCT	E24245	168	121	23
1.4 TB Multir 170 DV Line	E24700	168	134	23
1.6 JTDm 105 Progression	E19500	103	114	16
1.6 JTDm 105 Distinctive	E20750	103	114	16
1.6 JTDm 105 Excl.	E22500	103	114	16
1.6 JTDm 150 Distinctive	E21930	148	110	20
2.0 JTDm 150 Excl.	E23680	148	110	20
2.0 JTDm 150 DV Line	E25430	148	110	20
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	E51500	237	159	30
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E51350	294	224	-
B4 4dr saloon Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E50350	294	224	-
3.0 S CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3				
3.0 S Biturbo	E54650	294	225	-
B5 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E51350	294	225	-
B5 4dr saloon Huge pace, but let down by unimpressive dynamics				
85 Biturbo	E71950	507	252	-
85 Biturbo	E71950	507	252	-
B5 TOURING 5dr estate Huge pace, but let down by unimpressive dynamics				
85 Biturbo	E71950	507	255	-
B7 4dr saloon Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	E90850	500	282	-
4.4 V8 Switch-tronic LMB	E90850	500	282	-
D3 4dr saloon Precise dynamics with added Alpina lures, and a great engine				
3.00 Biturbo	E46950	345	139	30
D5 4dr saloon Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	E59950	340	155	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable				
3.0 XD3	E54950	345	49	-
ARIEL				
ATOH 0dr open Superbly fast track machine. As exhilarating as a car				
245	E2921	245	-	-
300	E34319	300	-	-
ASTON MARTIN				
RAPIDE 4dr saloon Four door Aston is more practical, but just as charming				
5.9 V12 S	E149995	550	355	-
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8	E84995	420	299	-
4.7 V8 S	E99995	420	299	-
5.9 V12 S	E138000	565	388	50
VANTAGE ROADSTER 2dr open Drop-top sports line. Vantage's relaxed nature				
4.7 V8	E98995	420	299	-
5.9 V12 S				
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AUTOCAR TOP FIVES

Pocket rockets



1 Ford Fiesta ST From £17,000
Given the long wait, this could have been a huge anti-climax. It isn't. Firm ride aside, it's brilliant. And cheap. ★★★★★



2 Mini Cooper S From £19,000
Came a hair's breadth from topping the ST. Arguably the more well-rounded option but not quite as much fun. ★★★★★



3 Audi S1 From £25,000
Outright speed ensures the S1 grades highly; huge expense keeps it third. Dependably good rather than great. ★★★★★



4 Peugeot 208 GTI From £19,000
Easy to live with, easy to enjoy and quick in a straight line, the 208 is the best GTI Peugeot has built in a decade. ★★★★★



5 Volkswagen Polo GTI From £19,000
New powertrain makes the Polo a contender. Short on frenzy, but its usability is second to none. ★★★★★

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
4.2 V8 RS5	£69,555	444	249	47
2.0 TDI 177 SE	£34,575	175	127	29
2.0 TDI 177 S line	£37,825	175	127	30
2.0 TDI 204 S line	£41,555	201	138	33
2.0 TDI 245 quattro S line	£45,220	242	167	39
A6 Mirasoloon The best spring A6 saloon, and one of the most appealing full stop. ★★★★★				
3.0 BiTDI 320 quattro Black Ed	£51,165	216	164	44
3.0 BiTDI 320 quattro S line	£48,990	216	159	43
3.0 TDI 218 Black Edition	£43,135	215	127	35
3.0 TDI 218 quattro Black Ed	£44,895	215	138	40
3.0 TDI 218 quattro S line	£42,720	215	133	39
3.0 TDI 218 quattro SE	£40,195	215	133	39
3.0 TDI 272 quattro Black Ed	£46,455	215	138	42
4.0 TFSI 450 SE	£56,455	429	214	52
2.0 TDI 190 Ultra SE	£32,295	187	113	32
2.0 TDI 190 Ultra S line	£34,820	187	114	33
3.0 TDI 190 Ultra Black Ed	£36,995	187	119	33
3.0 TDI 218 SE	£38,435	215	122	34
3.0 TDI 218 S line	£40,960	215	122	35
3.0 TDI 272 quattro SE	£41,755	268	133	41
3.0 TDI 272 quattro S line	£42,800	268	133	42
3.0 TDI 272 quattro SE	£44,645	268	133	43
A6 AVANT Sdr estate A capable stress buster, brilliant a quant killer. ★★★★★				
3.0 BiTDI 320 quattro Black Ed	£53,330	216	169	44
3.0 BiTDI 320 quattro S line	£51,040	216	164	43
3.0 TDI 218 Black Edition	£45,185	215	130	35
3.0 TDI 218 quattro Black Ed	£46,960	215	144	40
3.0 TDI 218 quattro S line	£44,770	215	138	39
3.0 TDI 218 quattro SE	£42,245	215	138	39
3.0 TDI 272 quattro Black Ed	£48,520	268	144	42
4.0 TFSI 560 RS6	£78,790	552	223	50
4.0 TFSI 450 SE	£58,455	429	214	51
2.0 TDI 190 Ultra SE	£34,345	187	118	32
2.0 TDI 190 Ultra S line	£36,870	187	119	33
3.0 TDI 190 Ultra Black Ed	£39,045	187	124	33
3.0 TDI 218 SE £40,485 215 125 34				
3.0 TDI 218 S line	£42,010	215	125	35
3.0 TDI 272 quattro SE	£43,805	268	131	41
3.0 TDI 272 quattro S line	£46,330	268	131	42
3.0 BiTDI 320 quattro SE	£48,515	268	164	43
A6 ALLROAD Sdr estate Rugged but not too much more. ★★★★★				
3.0 TDI 218 quattro	£45,755	215	149	39
3.0 TDI 218 quattro Sport	£49,455	215	149	40
3.0 TDI 272 quattro	£47,315	268	149	42
3.0 TDI 272 quattro Sport	£51,015	268	149	43
3.0 BiTDI 320 quattro	£52,125	268	172	44
3.0 BiTDI 320 quattro Sport	£55,825	268	172	45
A7 SPORTBACK Sdr hatch A good mix of luxury, practicality and driver reward. ★★★★★				
3.0 TFSI 333 quattro S line	£53,045	328	182	44
3.0 TFSI 333 quattro Black Ed	£53,395	328	182	44
3.0 TDI 218 Ultra SE Exec	£49,915	215	124	37
3.0 TDI 218 Ultra S line	£48,795	215	128	38
3.0 TDI 218 quattro SE Exec	£47,670	215	138	41
3.0 TDI 218 quattro S line	£46,080	215	142	41
3.0 TDI 218 quattro Black Ed	£52,390	215	142	42
3.0 TDI 272 quattro SE Exec	£50,555	268	138	43
3.0 TDI 272 quattro S line	£50,660	268	142	43
3.0 TDI 272 quattro Black Ed	£55,410	268	142	44
3.0 BiTDI 320 quattro S line	£56,730	268	167	45
3.0 BiTDI 320 quattro Black Ed	£59,880	268	167	46
A8 Mirasoloon Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	£62,185	247	135	46
2.0 TFSI 245 Hybrid	£64,290	200	144	42
2.0 TFSI 245 Hybrid L	£68,285	200	148	43
3.0 TFSI 310 quattro SE Exec	£64,290	309	183	46
3.0 TFSI 310 quattro Sport Exec	£67,890	308	183	49
4.0 TFSI 435 quattro SE Exec L	£161,640	429	216	61
4.0 TFSI 435 quattro Sport Exec	£179,640	429	216	61
4.0 TFSI 520 SE	£80,735	513	216	49
6.3 W12 500 quattro L	£97,920	493	254	50
3.0 TDI 258 quattro SE	£59,580	254	155	46
3.0 TDI 258 quattro SE L	£65,345	254	158	46
3.0 TDI 258 quattro SE Exec L	£66,150	247	158	46
3.0 TDI 258 quattro Sport Exec	£67,785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69,750	254	158	47
4.2 TDI 385 quattro SE Exec	£128,35	380	189	50
4.2 TDI 385 quattro SE Ex L	£168,00	346	190	50
4.2 TDI 385 quattro Sport Exec	£163,90	380	194	50
4.2 TDI 385 quattro Sport Ex L	£180,35	380	197	50
Q3 Sdr 4x4 Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 SE	£25,380	138	128	19
1.4 TFSI 150 S line	£28,060	138	121	20
2.0 TFSI 180 quattro SE	£26,640	176	152	27
2.0 TFSI 180 quattro S line	£29,190	176	155	27
2.0 TFSI 180 quattro S Plus	£34,540	176	161	28
2.5 TFSI 240 quattro RS	£45,540	325	203	37
2.0 TDI 150 SE	£22,620	148	119	20
2.0 TDI 150 quattro SE	£28,480	148	131	20
2.0 TDI 150 S line	£29,470	148	122	21
2.0 TDI 150 quattro S line	£31,930	148	134	21
2.0 TDI 150 quattro S Plus	£33,380	148	140	21
2.0 TDI 184 quattro SE	£29,280	181	139	24
2.0 TDI 184 quattro S line	£31,845	181	143	24
2.0 TDI 184 quattro S Plus	£34,195	181	148	25
Q5 Sdr 4x4 Exceptionally good handling for an SUV, but very compromised ride. ★★★★★				
2.0 TFSI 180 quattro S line PI	£36,270	178	174	29
2.0 TFSI 180 quattro SE	£31,370	178	174	28
2.0 TFSI 180 quattro S line	£33,770	178	174	29
2.0 TFSI 225 quattro SE	£32,845	222	173	29
2.0 TFSI 225 quattro S line	£35,300	222	179	29
2.0 TFSI 225 quattro S line Plus	£37,800	222	181	30
2.0 TDI 150 quattro SE	£31,720	148	147	21
2.0 TDI 150 quattro S line	£34,120	148	150	21
2.0 TDI 150 quattro S line Plus	£36,655	148	152	22
2.0 TDI 177 quattro SE	£35,010	175	154	25
2.0 TDI 177 quattro S line	£37,510	175	154	25
2.0 TDI 177 quattro S line Plus	£40,010	175	154	26
2.0 TDI 245 quattro SE	£38,370	241	169	33
2.0 TDI 245 quattro S line	£40,770	241	169	34
2.0 TDI 245 quattro S line Plus	£43,270	241	169	34
3.0 BiTDI 313 505	£44,785	309	174	41
Q7 Sdr 4x4 Seven-seat SUV feels like a BMW X5 or Land Rover is better. ★★★★★				
3.0 TDI 204 S line Plus	£51,155	201	189	37
3.0 TDI 245 S line Plus	£52,385	237	195	41
3.0 TDI 245 S line Sport Edit	£55,585	237	195	41
3.0 TDI 245 S line Style Edit	£55,485	237	195	41
4.0 TDI 340 S line Plus	£62,220	335	242	46
4.0 TDI 340 S line Sport Edit	£65,220	335	242	47
4.0 TDI 340 S line Style Edit	£67,320	335	242	47
3.0 TDI 204 SE	£43,895	201	189	35
3.0 TDI 204 S line	£46,655	237	189	36
3.0 TDI 245 S line	£48,085	237	195	40
4.0 TDI 340 S line	£57,720	335	242	45
TT 2dr coupe TT finds its mugs at last. Drive experience now as equal to the obvious prestige. ★★★★★				
2.0 TFSI Sport	£29,915	228	141	35
2.0 TFSI Sport quattro	£32,860	228	153	37
2.0 TFSI S line	£32,465	228	141	35
2.0 TFSI S line quattro	£35,410	228	153	38
2.0 TFSI 230 quattro TTS	£38,945	206	168	45
2.0 TDI Ultra Sport	£29,810	181	116	34
2.0 TDI Ultra S line	£32,360	181	116	35
TT ROADSTER 2dr open Takes the edge off the TTS line looks - but still highly competent. ★★★★★				
2.0 TDI ultra 184 S line	£34,545	181	114	36
2.0 TDI ultra 184 Sport	£31,995	181	114	35
2.0 TFSI 230 quattro S line	£37,595	228	158	39
2.0 TFSI 230 quattro SE	£35,045	228	158	38
2.0 TFSI 230 S line	£34,650	228	144	38
2.0 TFSI 230 Sport	£32,100	228	144	37
2.0 TFSI 230 TTS	£41,130	206	173	43
R8 2dr coupe Usable, but no less involving and dramatic as the V10 or brutal. ★★★★★				
4.2 FSI 400 V8	£97,385	424	332	58
5.2 FSI 525 V10	£114,085	510	346	58
5.2 FSI 550 V10 Plus	£126,885	543	346	58
R8 SPYDER 2dr open Great nose, and loses little of the coupe's poise. ★★★★★				
4.2 FSI 430 V8	£102,435	424	337	58
5.2 FSI 525 V10	£127,335	510	349	58
BAC				
MOND 2dr open An F-22 Rapier for the road, only better built. ★★★★★				
Bentley				
CONTINENTAL GT 2dr coupe A brilliant Audi V8-inspired reborn. ★★★★★				
6.0 W12 GT Speed	£151,100	616	338	50
4.0 V8	£127,380	500	246	50
4.0 V8 S	£139,900	521	246	50
6.0 W12	£136,710	567	385	50
CONTINENTAL GT CONVERTIBLE 2dr open A brilliant Audi V8-inspired reborn. ★★★★★				
4.0 V8	£136,250	500	254	50
4.0 V8 S	£152,900	521	254	50
6.0 W12 Speed	£167,900	616	347	50
MULSANTINE Mirasoloon Effortless and graceful. Great driving position. ★★★★★				
6.75 V10	£224,700	506	393	50
FLYING SPUR Mirasoloon A genuine luxury saloon. ★★★★★				
4.0 V8	£136,000	500	254	50
6.0 W12	£140,900	616	343	50
6.0 W12 Mulliner	£150,220	616	343	50
BMW				
1 SERIES 3dr hatch Measures up on space and comfort now. Still no 3 Series. ★★★★★				
118i SE	£20,245	134	125	18
118i Sport	£21,245	134	129	18
118i M Sport	£22,305	168	133	19
120i Sport	£22,395	134	136	21
120i M Sport	£24,995	134	139	22
125i M Sport	£26,375	215	157	28
116i SE	£31,280	315	188	37
116i ED Plus	£22,180	114	94	15
116i M Sport	£22,930	114	89	15
116i M Sport	£22,180	114	103	15
116i M Sport	£22,880	114	106	16
116i M Sport	£22,325	148	104	19
116i M Sport	£22,325	148	109	19
118i M Sport	£25,025	148	114	20
120i M Sport	£24,775	187	114	24
120i M Sport	£24,475	187	118	25
125i M Sport	£29,800	221	121	30
1 SERIES 5dr hatch Measures up on space and comfort now. Still no 3 Series. ★★★★★				
118i SE	£20,775	168	125	18
118i Sport	£21,775	168	129	18
118i M Sport	£22,305	168	131	19
120i Sport	£22,325	134	139	22
120i M Sport	£25,025	134	136	21
125i M Sport	£26,905	215	157	28
116i SE	£31,730	315	188	37
116i ED Plus	£22,170	114	94	15
116i M Sport	£22,560	114	89	15
116i M Sport	£22,710	114	103	15
116i M Sport	£24,410	114	106	16
116i M Sport	£22,85			

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
320i M Sport	£30905	181	153	31
328i Luxury	£34305	242	162	36
328i M Sport	£34105	242	162	36
316d ES	£27575	114	116	20
316d SE	£28425	114	116	20
316d Sport	£28725	114	116	20
318d SE	£29675	141	124	24
318d Sport	£29975	141	124	24
318d Luxury	£32175	141	127	25
318d M Sport	£31975	141	127	25
320d SE	£30775	181	125	31
320d Luxury	£33275	181	128	32
320d M Sport	£33075	181	128	32
320d xDrive Sport	£32705	181	133	30
320d xDrive Luxury	£34905	181	133	31
320d xDrive M Sport	£34705	181	133	31
330d SE	£36105	255	135	38
330d Luxury	£38605	255	138	38
330d M Sport	£38405	255	138	38
330d xDrive Luxury	£40120	255	145	41
330d xDrive M Sport	£39920	255	145	41
3 SERIES GT 5dr hatch Hatchback practicality meets 3-Series talent. Duller but decent ★★★★★				
318d M Sport	£33525	141	122	25
318d SE	£31275	141	122	24
320i M Sport	£32155	181	155	31
320i SE	£29905	181	155	31
320i xDrive Luxury	£33405	181	165	31
320i xDrive M Sport	£33655	181	165	31
320i xDrive SE	£31405	181	165	31
320i xDrive Sport	£32405	181	165	31
328i SE	£33105	242	157	35
330d xDrive M Sport	£41470	258	144	41
320i M Sport	£30905	181	155	31
320i Luxury	£31905	181	155	31
320i M Sport	£34105	242	157	36
328i Luxury	£35105	242	157	36
328i M Sport	£35355	242	157	36
335i Luxury	£40565	302	189	38
335i M Sport	£40815	302	189	38
318d Sport	£32275	141	122	24
318d Luxury	£33275	141	122	24
320d SE	£32375	181	130	30
320d Sport	£33375	181	130	30
320d Luxury	£34375	181	130	30
320d M Sport	£34625	181	130	30
325d SE	£34305	215	136	34
325d Luxury	£36305	215	136	34
325d M Sport	£36555	215	136	34
330d SE	£37705	258	137	40
330d Luxury	£39705	258	137	40
330d M Sport	£39955	258	137	40
330d xDrive SE	£39220	258	144	40
330d xDrive Luxury	£41220	258	144	40
335d xDrive M Sport	£44120	313	149	42
335d xDrive M Sport	£44370	313	149	42
13 5dr hatch Superb really, but price and not free from the usual electric car practicality issues ★★★★★				
13i EV	£30980	168	0	21
13i EV Range Extender	£41310	168	13	21
4 SERIES 2dr coupé More talented GT than brilliant B-road steer. Very comely though ★★★★★				
430d M Sport	£40945	255	134	40
420i SE	£30125	181	144	30
420i Sport	£31625	181	146	30
420i Luxury	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	163	30
420i xDrive Luxury	£34160	181	163	31
420i xDrive M Sport	£34660	181	163	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	156	33
428i M Sport	£36020	242	156	34
435i M Sport	£41870	302	188	36
435i M Sport	£42370	302	188	36
M4	£57055	425	204	42
420d SE	£32495	181	119	30
420d Sport	£33995	181	119	30
420d Luxury	£34995	181	119	30
420d M Sport	£35495	181	119	30
420d xDrive SE	£33995	181	117	29
420d xDrive Sport	£35495	181	125	29
420d xDrive Luxury	£36495	181	125	29
420d xDrive M Sport	£36995	181	125	29
425d SE	£35430	215	131	33
425d Sport	£36930	215	136	34
425d Luxury	£37930	215	136	34
425d M Sport	£38430	215	136	34
430d Luxury	£40445	255	134	40
430d xDrive Luxury	£41960	255	142	40
430d xDrive M Sport	£41960	255	142	40
5 SERIES TOURING 5dr estate Great overall package. 520d the best ★★★★★				
518d M Sport	£35865	141	127	31
530d M Sport	£46470	241	144	43
535d M Sport	£51120	308	149	45
535i M Sport	£46945	302	179	42
520i M Sport	£35365	181	157	36
520i M Sport	£38165	181	162	37
528i SE	£38895	242	149	40
528i M Sport	£41730	242	154	41
518d SE	£33065	141	122	30
518d M Sport	£35865	141	127	31
520d SE	£34565	181	122	33
520d M Sport	£37365	181	127	34
535i M Sport	£37365	181	127	34
525d SE	£42125	215	141	40
525d M Sport	£42125	215	141	40
530d SE	£43655	241	139	43
530d M Sport	£46470	241	144	43
51120	£51220	308	149	45
5 SERIES GT 5dr hatch Fine cabin, but only seats four. Poor ride and steering ★★★★★				
530d SE	£46965	241	157	43
535i M Sport	£49465	302	192	44
550i M Sport	£50265	302	192	44
550i M Sport	£59515	402	214	46
520d SE	£60465	402	214	46
520d M Sport	£38045	181	148	33
520d M Sport	£40845	181	144	34
520d M Sport	£40845	181	144	34
530d M Sport	£49665	241	153	44
530d M Sport	£49765	241	153	44
535d M Sport	£51885	295	154	46
535d M Sport	£52685	295	154	46
7 SERIES 4dr saloon Refined and spacious, but bland. 760i gets sublime V12 ★★★★★				
ActiveHybrid 7 M Sport	£71475	459	158	48
740i SE	£61680	316	184	46
740i SE	£64680	316	184	46
740i M Sport	£66955	316	184	46
750i M Sport	£67150	443	199	48
750i M Sport	£76795	443	199	49
760i SE	£102025	537	314	50
730d SE	£104270	537	314	50
730d SE	£58275	255	148	46
730d SE	£61375	255	148	46
730d M Sport	£63550	255	148	46
730d M Sport	£66650	255	148	46
740d M Sport	£66465	309	149	47
740d M Sport	£70740	309	149	47
ActiveHybrid 7 SE	£66200	309	148	48
ActiveHybrid 7L SE	£69300	459	158	48
ActiveHybrid 7L M Sport	£74755	459	158	48
1 5dr X1 Odd SUV best as rear-wheel drive. Good drive, poor cabin finish ★★★★★				
xDrive 25d xLine	£32540	215	154	26
xDrive 20i SE	£27285	181	176	28
xDrive 20i Sport	£29285	181	176	28
xDrive 20i xLine	£30285	181	179	28
xDrive 16d SE	£24230	141	128	18
xDrive 18d SE	£25330	141	128	22
xDrive 18d SE	£26330	141	128	22
xDrive 18d Sport	£28330	141	128	22
xDrive 18d xLine	£26830	141	144	22
xDrive 18d M Sport	£27830	141	144	22
xDrive 20d Efficient Dynamics	£26760	161	119	24
sDrive 20d Eff. Dyn. Business	£28160	181	119	24
sDrive 20d SE	£26760	161	119	24
sDrive 20d M Sport	£27760	181	129	25
sDrive 20d M Sport	£29760	181	129	25
xDrive 20d SE	£28260	181	145	25
xDrive 20d M Sport	£29260	181	145	25
xDrive 20d xLine	£30260	181	145	25
xDrive 20d M Sport	£31260	181	145	25
xDrive 25d M Sport	£33540	215	154	27
X3 5dr 4x4 New X3 has an appealingly organic drive and practical body ★★★★★				
sDrive 18d SE	£31295	141	131	26
xDrive 20d SE	£33295	181	142	30
xDrive 20d M Sport	£336295	181	142	31
xDrive 20d xLine	£34795	181	142	30
xDrive 30d SE	£40095	255	156	39
xDrive 30d M Sport	£43095	255	156	40
xDrive 30d xLine	£41595	255	156	40
4x4 5dr 4x4	£46470	241	144	43
xDrive 20d xLine	£46945	302	179	42
xDrive 30d M Sport	£35365	181	157	36
xDrive 35d M Sport	£38165	181	162	37
xDrive 50i SE	£38895	242	149	40
xDrive 50i M Sport	£41730	242	154	41
x5M	£33065	141	122	30
sDrive 25d SE	£35865	141	127	31
xDrive 25d M Sport	£37365	181	127	34
xDrive 25d SE	£42125	215	141	40
xDrive 30d M Sport	£42125	215	141	40
xDrive 40d SE	£43655	241	139	43
xDrive 40d M Sport	£46470	241	144	43
M50	£64525	381	173	49
X5 5dr 4x4 The world's first off-road coupé, but appearance makes it difficult to love ★★★★★				
xDrive 50i SE	£63320	443	225	49
xDrive 50i M Sport	£67450	443	227	50
x5M	£93080	567	258	50
xDrive 30d SE	£51400	258	157	45
xDrive 30d M Sport	£56100	258	159	45
xDrive 40d SE	£54060	313	163	46
xDrive 40d M Sport	£58760	313	167	47
M50d	£67175	381	174	50
24 ROADSTER 2dr open Classy roadster. More cruiser than sports car ★★★★★				
2.0 sDrive18i	£27740	154	159	33
2.0 sDrive18i M Sport	£31625	154	159	34
2.0 sDrive20i	£29840	181	159	34
2.0 sDrive20i M Sport	£33005	181	159	35
2.0 sDrive20i M Sport	£37390	242	159	40
3.0 sDrive35i M Sport	£43010	302	219	42
3.0 sDrive35i DCT	£45955	335	213	43
6 SERIES GRAN COUPE 4dr saloon Back door proves a brilliant visual coupé ★★★★★				
640i SE	£59430	315	178	47
640i M Sport	£63030	315	182	48
640i M Sport	£72390	444	206	50
M6	£94750	552	231	50
640d SE	£62295	309	147	48
640d M Sport	£66930	309	152	49
6 SERIES 2dr coupé Great engines and interior. More GT than sports car ★★★★★				
640i SE	£59430	315	176	47
640i M Sport	£63030	315	180	47
640i M Sport	£72390	402	206	49
M6	£92350	552	231	50
640d SE	£62295	309	143	48
640d M Sport	£66895	309	147	48
6 SERIES CONVERTIBLE 2dr open Great engines and interior. More GT than sports car ★★★★★				
650i M Sport	£77990	402	213	50
640i SE	£65330	315	179	50
640i M Sport	£68			

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
0.9 Tce Laureate	£8795	89	116	7	0.9 Twinair 105 S	£17020	84	92	15	1.2 Metal	£11445	68	115	5	2.0T 250 Ecoboost ST-3	£26295	247	159	36
1.2 Access	£5995	74	135	2	0.9 Twinair 85 Colour Therapy	£14970	84	92	15	B-MAX 5dr mpv Fiesta dynamics and sliding door	★★★★★			1.5 TDCi 95 Style	£18295	94	98	11	
1.2 Ambiance	£6795	74	135	2	0.9 Twinair 85 60	£17690	84	92	15	access make the B-Max a cut above	★★★★★			1.5 TDCi 120 Zetec	£19795	118	98	11	
1.2 Laureate	£7995	74	135	2	0.9 Twinair 85 S	£16540	84	92	15	1.0T Ecoboost 100 Zetec	£15495	99	119	9	1.5 TDCi 120 Zetec S	£21045	118	98	11
1.5 dCi Ambiance	£8595	89	99	8	1.2 Colour Therapy	£13770	68	113	10	1.0T Ecoboost 100 Titanium	£16695	99	119	10	1.5 TDCi 120 Titanium	£21295	118	98	11
1.5 dCi Laureate	£9795	89	99	10	1.2 60	£16490	68	113	10	1.0T Ecoboost 125 Zetec S-S	£16095	118	99	13	1.5 TDCi 120 Titanium X	£23295	118	98	11
SANDERO STEPWAY 5dr hatch More expensive					1.2 S	£15240	68	113	10	1.0T Ecoboost 125 Titanium X	£17295	118	99	13	1.6 TDCi 95 Style	£18195	94	109	11
- but still limited					1.3 MultiJet 60	£18990	94	97	18	1.0T Ecoboost 125 Titanium X	£18495	118	99	13	1.6 TDCi 115 Zetec	£19695	114	109	16
0.9 Tce Ambiance	£8395	89	125	-	1.3 MultiJet 75	£17640	94	97	18	1.4 90 Studio	£13095	89	139	7	1.6 TDCi 115 Zetec S	£20945	114	109	16
0.9 Tce Laureate	£9995	89	125	-	1.4 16v Turbo T-Jet Abarth	£16005	133	155	27	1.4 90 Zetec	£14895	89	139	8	1.6 TDCi 115 Titanium	£21195	114	109	16
1.5 dCi Ambiance	£9395	89	105	-	0.9 Twinair 85 Lounge S-S	£16390	84	92	15	1.6 105 Zetec Powershift	£16595	103	149	10	2.0 TDCi 150 Titanium	£22635	148	109	16
1.5 dCi Laureate	£10995	89	105	-	1.2 Pop S-S	£17540	84	92	15	1.6 105 Titanium Powershift	£17795	103	149	11	2.0 TDCi 150 Titanium X	£24635	148	109	-
LOGAN MCV 5dr estate Lacks its stablemates					0.9 Twinair 105 Cult	£18020	103	92	15	1.5 TDCi 75 Zetec	£16295	74	109	8	2.0 TDCi 185 ST	£22495	178	110	34
charm. Certainly retains the cheap					1.2 Cult	£13690	68	113	9	1.6 TDCi 95 Zetec	£16795	94	104	10	2.0 TDCi 185 ST-2	£23995	178	110	35
0.9 Ambiance	£8595	89	116	9	1.2 Lounge S-S	£15090	68	113	10	1.6 TDCi 95 Titanium	£17995	94	104	10	2.0 TDCi 185 ST-3	£26295	178	110	36
0.9 Laureate	£9795	89	116	11	1.2 Cult	£16240	68	113	10	FIESTA 3dr hatch Stylish and wonderfully engaging.	★★★★★			FOCUS 5dr estate Well-mannered and comfortable. A					
1.2 Access	£6995	74	135	4	1.3 MultiJet Lounge	£17490	94	97	18	The best supermini	★★★★★			Octavia carries more	★★★★★				
1.2 Ambiance	£7795	74	135	4	1.3 MultiJet Cult	£18640	94	97	18	1.6 105 Zetec Powershift	£15045	103	138	12	1.0T 100 Ecoboost Style	£18695	99	109	10
1.2 Laureate	£8995	74	135	5	500L 5dr mpv A costly option, but has the style to fill	★★★★★				1.80 Zetec S-S	£13695	79	99	6	1.0T 100 Ecoboost Titanium	£21195	99	109	10
1.5 dCi Ambiance	£9595	84	99	11	1.4 95 Pop	£13390	94	145	10	1.80 Titanium X-S	£14695	79	99	6	1.0T 100 Ecoboost Zetec	£23195	99	109	10
1.5 dCi Laureate	£10795	84	99	12	0.9 Twinair Pop Star	£16690	103	112	11	1.0T 100 Ecoboost Zetec S-S	£14195	99	99	11	1.0T 100 Ecoboost Zetec	£19695	99	109	10
DUSTER 5dr 4x4 Cheap, but cheerfully robust.					0.9 Twinair Lounge	£18090	103	112	11	1.0T 100 Ecoboost Titanium X-S	£15195	99	99	11	1.0T 125 Ecoboost Titanium	£21695	123	110	14
Surprisingly convincing presence					0.9 Twinair Trekking	£18790	103	119	11	1.0T 125 Ecoboost Titanium X-S	£16445	99	99	11	1.0T 125 Ecoboost Zetec	£23695	123	110	14
1.6 16v 105 Access 2WD	£9495	103	165	6	1.4 95 Pop Star	£15550	94	145	10	1.0T 125 Ecoboost Titanium X-S	£16445	99	99	11	1.0T 125 Ecoboost Zetec S	£20195	123	110	14
1.6 16v 105 Access 4WD	£11495	103	185	5	1.4 95 Lounge	£16950	94	145	10	1.25 60 Studio	£10145	59	120	3	1.5 TDCi 120 Titanium X	£21445	123	110	14
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10	1.4 95 Trekking	£17650	94	149	8	1.25 60 Style	£11895	59	120	4	1.5 TDCi 120 Zetec	£22395	118	98	11
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10	1.4 120 Pop Star	£17195	118	159	10	1.25 82 Style	£12395	80	120	7	1.5 TDCi 120 Zetec S	£24395	118	98	11
1.5 dCi 110 Laureate 2WD	£13495	106	130	11	1.4 120 Lounge	£18595	118	159	10	1.25 82 Zetec	£13195	80	120	7	1.5 TDCi 95 Style	£20895	118	98	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10	1.4 120 Trekking	£19295	118	159	10	1.6 105 Zetec Powershift	£13195	80	120	7	1.5 TDCi 95 Style	£22145	118	98	11
FERRARI					1.3 MultiJet 85 Pop Star	£17040	83	110	8	1.6 105 Zetec S	£17045	103	138	12	1.5 TDCi 95 Style	£19395	94	98	11
F12 2dr coupé Proper V12 Ferrari with serious exclusivity					1.3 MultiJet 85 Lounge	£18440	83	110	9	1.6 105 Zetec Powershift	£17045	103	138	12	1.5 TDCi 95 Style	£22195	148	128	14
and appeal					1.3 MultiJet 85 Trekking	£19140	83	114	7	1.6 180 Ecoboost ST	£17545	180	138	30	1.5 TDCi 95 Style	£21945	148	128	14
6.3 V12	£239352	730	350	50	1.6 MultiJet 105 Pop Star	£18040	103	117	17	1.6 180 Ecoboost ST2	£18545	180	138	30	1.5 TDCi 95 Style	£21945	148	128	14
FF 2dr coupé Four-door Ferrari estate has appeal but lacks classic DNA					1.6 MultiJet 105 Lounge	£19440	103	117	18	1.6 180 Ecoboost ST3	£19545	180	138	30	1.6 105 Style	£24920	180	128	14
6.3 V12	£227077	651	360	50	1.6 MultiJet 105 Trekking	£20140	103	122	15	1.5 TDCi 75 Style	£13995	74	98	8	1.6 125 Style auto	£18180	103	139	11
CALIFORNIA 2dr open Sleek, comfortable and fast.					1.6 MultiJet 120 Pop Star	£18540	118	120	17	1.5 TDCi 75 Zetec	£14795	74	98	9	1.6 125 Titanium auto	£19945	123	146	14
Now with turbocharger					1.6 MultiJet 120 Lounge	£19940	118	120	17	1.5 TDCi 75 Titanium	£15795	74	98	9	1.6 125 Zetec	£22445	123	146	14
4.3 V8	£152086	483	270	50	1.6 MultiJet 120 Trekking	£20640	118	120	17	1.6 TDCi 95 Style ECOnetic S-S	£14945	94	87	11	1.6 TDCi 115 Titanium	£22295	114	109	16
3.9 V8 T	£154490	552	250	50	500L MPV 5dr mpv As above but with seven seat	★★★★★				1.6 TDCi 95 Zetec ECOnetic S-S	£15495	94	87	12	1.6 TDCi 115 Zetec	£20795	114	109	16
458 2dr coupé The complete supercar. Calm ride, explosive performance					flexibility in its more expensive format	★★★★★				1.6 TDCi 95 Zetec S	£16145	94	95	12	1.6 TDCi 115 Zetec S	£22045	114	109	16
4.5 V8 Italia	£178461	570	307	50	1.6 MultiJet 120 Lounge 7st	£21380	118	117	17	1.6 TDCi 95 Titanium ECOnetic	£16495	94	87	12	1.6 TDCi 95 Style	£19295	94	109	11
4.5 V8 Special	£208090	597	275	50	1.6 MultiJet 120 Pop Star 7st	£19880	118	117	17	1.6 TDCi 95 Titanium X	£17295	94	95	13	2.0 TDCi 150 Titanium	£23735	148	109	16
458 SPIDER 2dr open The complete supercar. Minus roof. A world-class head turner					0.9 Twinair 105 Pop Star 7st	£17330	103	112	11	FIESTA 5dr hatch Stylish and wonderfully engaging.	★★★★★				2.0 TDCi 185 ST	£23595	178	110	34
4.5 V8	£198906	570	275	50	0.9 Twinair 105 Lounge 7st	£18830	103	112	11	The best supermini	★★★★★				2.0 TDCi 185 ST-2	£25095	178	110	34
FIAT					1.4 95 Pop Star Sst	£15840	94	145	9	1.25 82 Style	£12995	80	120	7	2.0 TDCi 185 ST-3	£23795	178	110	36
PANDA 5dr hatch Cheap, practical and very nearly spot on					1.4 95 Lounge Sst	£17340	94	145	9	1.6 105 Zetec Powershift	£16645	103	138	12	2.0 TDCi 250 Ecoboost ST	£25095	247	159	34
0.9 Twinair 85 4x4 Antarctica	£14995	84	105	6	1.3 MultiJet 85 Pop Star 7st	£18380	83	110	8	1.6 105 Zetec S	£14295	79	99	6	2.0 TDCi 250 Ecoboost ST-2	£27395	247	159	36
0.9 Twinair 85 Trekking	£13075	84	105	6	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.80 Zetec S-S	£15295	79	99	7	2.0 TDCi 250 Ecoboost ST-3	£25735	247	159	36
1.3 MultiJet 75 4x4 Antarctica	£15995	74	125	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Zetec S-S	£14795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
0.9 Twinair 85 Easy	£11375	84	99	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X-S	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
0.9 Twinair 85 Lounge	£11875	84	99	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
0.9 Twinair 85 4x4	£14575	84	114	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
1.2 Pop	£9375	68	120	3	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
1.2 Easy	£10175	68	120	3	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
1.2 Lounge	£10675	68	120	3	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
1.3 MultiJet 75 Pop	£11575	74	104	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
1.3 MultiJet 75 Easy	£12375	74	104	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
1.3 MultiJet 75 Lounge	£12875	74	104	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
1.3 MultiJet 75 Trekking	£14075	74	109	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X	£15795	99	99	11	2.0 TDCi 150 Titanium X	£25735	247	159	36
1.3 MultiJet 75 4x4	£15575	74	125	7	1.3 MultiJet 85 Lounge 7st	£19880	83	110	9	1.0T 100 Ecoboost Titanium X									

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDCI 180i Titanium X AWD	£29095	177	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with	★★★★★			
1.0T 100i Ecoboost Zetec S-S	£18695	99	117	10
1.0T 125 Ecoboost Zetec S-S	£19195	123	117	10
1.0T 100i Ecoboost Titanium S-S	£20195	99	117	10
1.0T 125 Ecoboost Titanium S-S	£20695	123	117	10
1.0T 125 EcoBoost Titanium X SS	£22695	123	117	14
1.6 105i Zetec	£17655	103	149	11
1.6T 150 Ecoboost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium X SS	£23605	180	144	22
1.6T 115i Zetec	£19150	114	117	16
1.6 TDCI 115i Titanium X	£20650	114	117	16
1.6 TDCI 115i Titanium X	£22650	114	117	16
2.0 TDCI 140i Titanium	£21725	138	129	20
2.0 TDCI 163i Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater	★★★★★			
1.0T 100i Ecoboost Zetec S-S	£20295	99	119	10
1.0T 125 Ecoboost Zetec S-S	£20795	123	119	10
1.0T 100i Ecoboost Titanium S-S	£21795	99	119	10
1.0T 125 Ecoboost Titanium S-S	£22295	123	119	10
1.0T 125 EcoBoost Titanium X SS	£24295	99	119	14
1.6T 150 Ecoboost Titanium S-S	£22250	148	149	19
1.6T 182 EcoBoost Titanium X SS	£24950	180	149	22
1.6 TDCI 115i Zetec	£20450	114	124	16
1.6 TDCI 115i Titanium	£22045	114	124	16
1.6 TDCI 115i Titanium X	£24045	114	124	16
2.0 TDCI 140i Titanium	£32350	138	134	20
2.0 TDCI 163i Titanium X	£25750	161	134	22
S-MAX 5dr mpv Ford that MPVs need not be boring or ungainly. Still the benchmark	★★★★★			
1.6T 160i Ecoboost Zetec S-S	£23310	158	159	18
1.6 160 Eco Tium S-S	£25060	158	159	19
2.0 203 Ecoboost Titanium auto	£26735	200	189	22
2.0 240 Tilt. X Sp. Au.	£31485	237	194	27
1.6 TDCI 115i Zetec S-S	£24110	114	139	16
1.6 TDCI 115i Eco Tium S-S	£25860	114	139	17
2.0 TDCI 140i Zetec	£24295	138	139	17
2.0 TDCI 140i Titanium	£26045	138	139	18
2.0 TDCI 163i Titanium	£26645	161	139	19
2.0 TDCI 163i Tilt. X Sp.	£30395	161	139	21
2.2 TDCI 200i Titanium	£27870	197	174	26
2.2 TDCI 200i Tilt. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap	★★★★★			
2.2 TDCI 200i Titanium X	£32875	197	179	27
1.6 160i Ecoboost Zetec S-S	£25670	158	167	18
1.6 160 Eco Tium S-S	£27570	158	167	18
1.6 160 Eco TiumX S-S	£30070	158	167	18
2.0 203 Ecoboost Titanium auto	£29235	200	189	24
2.0 203 Ecoboost Tiltan X auto	£31735	200	189	25
1.6 TDCI 115i Zetec S-S	£24640	114	139	16
1.6 TDCI 115i Eco Tium S-S	£28360	114	139	17
1.6 TDCI 115i Eco Tilt. X S-S	£30860	114	139	18
2.0 TDCI 140i Zetec	£26645	138	139	20
2.0 TDCI 140i Titanium	£28545	138	139	20
2.0 TDCI 140i Titanium X	£31045	138	139	21
2.0 TDCI 163i Titanium	£29145	161	139	21
2.0 TDCI 163i Titanium X	£31645	161	139	23
2.2 TDCI 200i Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out charm to spare	★★★★★			
R	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini	★★★★★			
1.2 i-VTEC SE	£13395	89	123	14
1.2 i-VTEC SE-T	£14390	89	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC S	£11695	89	123	13
1.2 i-VTEC S A-C	£12545	89	123	13
1.2 i-VTEC S-T	£12690	89	123	13
1.2 i-VTEC S-T A-C	£13540	89	123	13
1.3 iMA Hybrid HE-T	£17540	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid RX	£19250	97	104	16
1.3 iMA Hybrid RX-T	£20245	97	104	17
1.4 i-VTEC EX	£15095	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hinderance	★★★★★			
1.4 i-VTEC S	£15975	99	129	5
1.4 i-VTEC S-Nav	£16815	99	129	5
1.6 i-DTEC EX Plus	£25140	118	98	15
1.6 i-DTEC S	£18755	118	98	16
1.6 i-DTEC SE Plus	£20570	118	98	15
1.6 i-DTEC SE Plus-Nav	£22180	118	98	15
1.6 i-DTEC S-Nav	£19365	118	98	15
1.6 i-DTEC SR	£23140	118	98	16
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-DTEC Sport	£20820	118	98	15
1.6 i-DTEC Sport-Nav	£21430	118	98	15
CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard	★★★★★			
1.6 i-DTEC EX Plus	£26140	118	103	16
1.6 i-DTEC S	£19755	118	99	15
1.6 i-DTEC SE Plus	£21570	118	99	15
1.6 i-DTEC SE Plus-Nav	£22180	118	99	15
1.6 i-DTEC S-Nav	£20365	118	99	15
1.6 i-DTEC SR	£24340	118	103	16
1.8 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18950	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£22175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	15
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive	★★★★★			
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.0 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-DTEC 150i ES	£25400	148	138	24
2.2 i-DTEC 150i ES GT	£26320	148	138	24
2.2 i-DTEC 150i ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150i EX	£28795	148	141	25
2.2 i-DTEC 150i EX ADAS	£31195	148	141	26
2.2 i-DTEC 180i Type S	£31435	177	147	28
2.2 i-DTEC 180i Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful	★★★★★			
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-DTEC 150i ES	£26895	148	143	24
2.2 i-DTEC 150i ES GT	£28780	148	143	24
2.2 i-DTEC 150i ES GT Nav	£29700	148	143	24
2.2 i-DTEC 150i EX	£30330	148	146	25
2.2 i-DTEC 150i EX ADAS	£32730	148	146	26
2.2 i-DTEC 180i Type S	£32925	177	150	28
2.2 i-DTEC 180i Type S ADAS	£35175	177	150	29
HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though	★★★★★			
1.5 i-VTEC EX	£23195	128	-	-
1.5 i-VTEC ES	£17995	128	-	-
1.5 i-VTEC ES GT	£19745	128	-	-
1.5 i-VTEC SE	£20355	128	-	-
1.6 i-DTEC S	£19745	118	-	-
1.6 i-DTEC SE	£21495	118	-	-
1.6 i-DTEC SE Nav	£22105	118	-	-
1.6 i-DTEC EX	£24945	118	-	-
CR-V 5dr 4x4 The CR-V soldiers on. It's still hemmed in by cleverer competition	★★★★★			
1.6 i-DTEC 120i SE-Nav 2WD	£26740	118	115	22
1.6 i-DTEC 120i S-Nav 2WD	£24300	118	115	23
1.6 i-DTEC 120i SR 2WD	£28495	118	119	23
2.0 i-VTEC S 2WD	£22345	154	168	22
2.0 i-VTEC S-Nav 2WD	£23245	154	168	22
2.0 i-VTEC SE 2WD	£24515	154	168	22
2.0 i-VTEC SE-Nav 2WD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-DTEC 120i S 2WD	£23400	118	115	22
1.6 i-DTEC 120i SE 2WD	£25570	118	115	22
1.6 i-DTEC 160i SE	£27570	158	129	26
1.6 i-DTEC 160i SE-Nav	£28740	158	129	26
1.6 i-DTEC 160i SR	£30625	158	133	27
1.6 i-DTEC 160i EX	£32470	158	133	27
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price	★★★★★			
1.0 i-DTEC	£8705	65	108	1
1.0 i-DTEC S	£9370	65	108	1
1.0 i-DTEC SE	£9770	65	108	1
1.0 i-DTEC SE Blue Drive	£10020	65	108	1
1.0 i-DTEC Premium	£10470	65	108	1
1.2 i-DTEC	£10270	86	114	4
1.2 i-DTEC Premium	£10970	86	114	4
i20 5dr hatch Very good value hatch. Fun a by-product; practically mostly spot on	★★★★★			
1.2 i-DTEC S	£10695	76	112	5
1.2 i-DTEC S Air	£11445	76	112	5
1.2 i-DTEC S Plus	£12725	84	119	6
1.2 i-DTEC S Plus-T	£13725	84	119	6
1.2 i-DTEC S Plus-T	£14725	84	119	6
1.4 i-DTEC S	£13325	98	127	10
1.4 i-DTEC S A-C	£14325	98	127	10
1.4 i-DTEC S-T	£15325	98	127	10
1.4 i-DTEC S-T A-C	£16325	98	127	10
1.3 iMA Hybrid HE-T	£17540	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid RX	£19250	97	104	16
1.3 iMA Hybrid RX-T	£20245	97	104	17
1.4 i-VTEC EX	£15095	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hinderance	★★★★★			
1.4 i-VTEC S	£15975	99	129	5
1.4 i-VTEC S-Nav	£16815	99	129	5
1.6 i-DTEC EX Plus	£25140	118	98	15
1.6 i-DTEC S	£18755	118	98	16
1.6 i-DTEC SE Plus	£20570	118	98	15
1.6 i-DTEC SE Plus-Nav	£22180	118	98	15
1.6 i-DTEC S-Nav	£19365	118	98	15
1.6 i-DTEC SR	£23140	118	98	16
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport	£19615	99	145	14
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-DTEC Sport	£20820	118	98	15
1.6 i-DTEC Sport-Nav	£21430	118	98	15
CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard	★★★★★			
1.6 i-DTEC EX Plus	£26140	118	103	16
1.6 i-DTEC S	£19755	118	99	15
1.6 i-DTEC SE Plus	£21570	118	99	15
1.6 i-DTEC SE Plus-Nav	£22180	118	99	15
1.6 i-DTEC S-Nav	£20365	118	99	15
1.6 i-DTEC SR	£24340	118	103	16
1.8 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18950	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£22175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	15
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive	★★★★★			

AUTOCAR TOP FIVES

Warm hatches



1 Ford Fiesta Zetec S Black From £13,000
Gets the most powerful version of the 1.0 EcoBoost. Easier to live with than an ST and almost as much fun. ★★★★★



2 Mini Cooper From £15,000
Never mind the S; the three-pot Cooper is the best-value Mini money can buy. The best to drive, too. Great car. ★★★★★



3 Suzuki Swift Sport From £13,000
The cheap, pretty and chuckable Swift defines this category best. Fun cannot be had more cheaply than this. ★★★★★



4 Seat Ibiza FR From £16,000
VW's latest four-pot gives the Ibiza some real grunt. Shame the chassis it's connected to is less than compelling. ★★★★★



5 Fiat 500 Abarth From £14,000
One of the cutest cars on sale is also pleasing to drive. The handling is keen, but the ride is a bit too firm. ★★★★★

Visit autocar.co.uk for all of our Top Fives

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
MAZDA				
2.5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun. ★★★★★				
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport Nav	£15995	113	117	-
1.5D 105 SE-L	£15995	104	89	-
1.5D 105 SE-L Nav	£16395	104	89	-
1.5D 105 Sport	£16995	104	89	-
1.5D 105 Sport Nav	£17395	104	89	-
3.5dr hatch Refined, well-priced family choice. Dynamically satisfying, too. ★★★★★				
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport Nav	£20195	118	119	18
2.0 165 Sport Nav	£21920	162	135	22
2.2D 150 SE	£19645	148	107	23
2.2D 150 SE Nav	£20245	148	107	23
2.2D 150 SE-L	£21145	148	107	24
2.2D 150 SE-L Nav	£21745	148	107	24
2.2D 150 Sport Nav	£22545	148	107	24
6.4dr saloon A compelling mix of size, economy and performance. Interior a let down. ★★★★★				
2.0 145 SE	£19795	143	129	18
2.0 145 SE Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	18
2.0 145 SE-L Nav	£21495	143	129	18
2.0 165 Sport Nav	£24595	162	135	19
2.2D 150 SE	£22295	148	108	21
2.2D 150 SE Nav	£22995	148	108	21
2.2D 150 SE-L	£23295	148	108	19
2.2D 150 SE-L Nav	£23995	148	108	19
2.2D 150 Sport Nav	£26395	148	108	21
2.2D 175 Sport Nav	£26795	173	119	23
6.5dr tourer A compelling mix of size, economy and performance. Interior a let down. ★★★★★				
2.0 145 SE-L Nav	£22425	143	129	16
2.0 165 Sport Nav	£25395	162	135	19
2.2D 150 SE-L	£23795	148	116	21
2.2D 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.2D 150 SE	£23095	148	116	21
2.2D 150 SE-L	£24095	148	116	19
2.2D 150 SE-L Nav	£24795	148	116	19
2.2D 150 Sport Nav	£27195	148	116	21
CX-5 5dr 4x4 Superb diesel engine mated to above average package. ★★★★★				
2.0 Skyactiv-G 165 SE-L Nav	£22995	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£25395	162	139	16
2.0 Skyactiv-D 150 SE-L Nav	£24795	148	119	18
2.2D Sky-D 150 SE-L Lux Nav	£26395	148	119	20
2.2D Skyactiv-D 150 Sport Nav	£27195	148	119	20
2.2D Sky-D 150 SE-L Nav AWD	£26695	148	136	17
2.2D Sky-D 175 Sport Nav AWD	£29395	173	136	21
5.5dr mpv Functional seven-seater, but not unpleasant to drive. Lots of kit. ★★★★★				
2.0 150 Sport Venture	£20495	148	159	16
1.6D 115 Sport Venture	£21895	114	138	16
MX-5 2dr open The old recipe - but done better. Lean, low-cost and pretty. As it should be. ★★★★★				
1.5i Sport Nav	£22445	129	139	-
1.5i SE	£18495	129	139	-
1.5i SE-L	£19245	129	139	-
1.5i SE-L Nav	£19845	129	139	-
1.5i Sport	£21845	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-
MCLAREN				
650S 2dr coupé Extraordinary pace and handling. The car the 12C should have been. ★★★★★				
3.8 V8	£195250	641	-	50
650S SPIDER 2dr open More of the same although noisier - and better for it. ★★★★★				
3.8 V8	£215250	641	-	50
P1 2dr coupé Other-worldly. As worthy of a place in hypercar history as the F1. ★★★★★				
3.8 V8	£866000	903	194	50
MERCEDES-BENZ				
A-CLASS 5dr hatch Desirability on message; ride quality seriously off-piste. ★★★★★				
A180 CDI SE ECO	£21965	107	92	16
A250 Engi/red by AMG 4MATIC	£30910	208	154	34
A180 SE	£20715	121	128	18
A180 Sport	£21840	121	133	18
A200 Sport	£23365	154	134	23
A200 AMG Sport	£24615	154	136	24
A250 Engineered by AMG Sport	£29375	208	140	34
A45 AMG 4MATIC	£38195	354	161	43
A180 CDI SE auto	£23240	107	98	16
A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI AMG Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25
B-CLASS 5dr hatch A slightly odd prospect, but practical and classy. ★★★★★				
B180 SE	£21500	120	129	16
B180 Sport	£22225	120	129	16
B200 AMG Line	£23520	120	129	16
B200 SE	£22575	154	130	16
B200 Sport	£23300	154	130	16
B200 AMG Line	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15
B180 CDI Sport	£23170	108	108	15
B180 CDI AMG Line	£24465	108	108	15
B200 CDI SE	£23650	134	111	20
B200 CDI Sport	£24245	134	111	20
B200 CDI AMG Line	£25540	134	111	20
B220 CDI Sport	£27125	168	107	25

CLA 4dr saloon Attractive from some angles, unappealing from others. Dynamics to match. ★★★★★				
CLA 200 CDI AMG Sport	£29125	134	117	27
CLA 200 CDI Sport	£11995	74	110	-
CLA 250 AMG Sport 4Matic	£33405	208	154	24
CLA180 Sport	£22775	121	130	23
CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	27
CLA220 CDI AMG Sport	£31975	168	117	28
C-CLASS 2dr coupé Nice balance of style, usability and driver reward. ★★★★★				
C63 AMG Edition 507	£68495	451	280	44
C180 AMG Sport Edition	£29965	154	149	35
C220 CDI Exec SE	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport	£33515	201	143	41
C-CLASS 4dr saloon Stellar cabin and polished drive increase appeal; engines not so good. ★★★★★				
C200 SE	£27270	181	123	31
C200 Sport	£29265	181	124	31
C200 AMG Line	£30890	181	128	31
C63 AMG	£59800	469	192	-
C63 AMG S	£66550	503	192	-
C200 BlueTEC SE	£28985	134	102	25
C200 BlueTEC Sport	£30980	134	102	25
C200 BlueTEC AMG Line	£32475	134	102	25
C220 BlueTEC SE	£29780	168	103	31
C220 BlueTEC Sport	£31775	168	104	31
C220 BlueTEC AMG Line	£33270	168	104	31
C250 BlueTEC SE	£32435	201	117	35
C250 BlueTEC Sport	£34430	201	117	35
C250 BlueTEC AMG Line	£35925	201	117	35
C300 BlueTEC Hybrid SE	£35045	201	94	-
C300 BlueTEC Hybrid Sport	£37040	201	94	-
C300 BlueTEC Hybrid AMG Line	£38355	201	94	-
C-CLASS 5dr estate Decent practicality and fantastic interior - but only okay to drive. ★★★★★				
C200 BlueTEC AMG Line	£33675	134	102	25
C200 BlueTEC SE	£30185	134	102	25
C200 BlueTEC Sport	£32180	134	102	25
C200 SE	£28470	181	128	31
C220 BlueTEC SE	£30980	168	108	31
C220 BlueTEC SE	£33635	201	117	35
C63 AMG	£61000	469	196	47
C63 AMG S	£67750	503	196	47
C200 Sport	£30465	181	128	31
C200 AMG Line	£32090	181	128	31
C220 BlueTEC Sport	£32975	168	108	31
C220 BlueTEC AMG Line	£34470	168	108	31
C250 BlueTEC Sport	£35630	201	117	35
C250 BlueTEC AMG Line	£37125	201	117	35
E-CLASS 4dr saloon A return to the old Merc qualities. Refined and relaxing. ★★★★★				
E300 BlueTEC Hybrid AMG Sport	£42375	204	109	43
E63 AMG S	£84110	549	232	47
E200 SE	£34340	181	138	36
E200 AMG Line	£36850	181	142	37
E250 SE	£35470	208	138	38
E250 AMG Line	£37980	208	142	39
E63 AMG	£74115	549	230	47
E300 BlueTEC Hybrid SE	£39880	204	109	43
E220 BlueTEC SE	£34270	168	120	34
E220 BlueTEC AMG Line	£36765	168	129	35
E250 CDI SE	£36820	201	129	39
E250 CDI AMG Line	£39445	201	134	40
E350 BlueTEC AMG Line	£41210	248	154	44
E-CLASS 5dr estate A return to the old Merc qualities. Refined and relaxing. ★★★★★				
E220 BlueTEC AMG Line	£38555	168	135	35
E220 BlueTEC SE	£36060	168	133	34
E250 AMG Line	£39770	208	147	39
E250 CDI AMG Line	£41250	201	145	40
E250 CDI SE	£38755	201	143	39
E250 SE	£37275	208	144	38
E300 BlueTEC Hybrid AMG Line	£44165	201	119	44
E300 BlueTEC Hybrid SE	£41670	201	119	44
E350 BlueTEC AMG Line	£43015	248	159	44
E63 AMG	£75905	549	234	47
E-CLASS 2dr coupé A return to the old Merc qualities. Refined and relaxing. ★★★★★				
E200 AMG Line	£38635	181	140	39
E400 AMG Line Plus	£46425	329	176	45
E220 BlueTEC SE	£36615	168	123	38
E220 BlueTEC AMG Line	£39310	168	126	39
E250 CDI BlueTEC AMG Line	£40930	201	129	43
E350 BlueTEC AMG Line	£42625	228	149	46
E-CLASS CABRIOLET 2dr open Nice cabin, but ride isn't great. Six-pot engines best. ★★★★★				
E200 AMG Line	£42005	181	146	42
E400 AMG Line Plus	£49795	329	185	48
E220 BlueTEC SE	£39985	168	127	41
E220 BlueTEC AMG Line	£42810	168	134	42
E250 CDI AMG Line	£44300	201	128	45
E350 BlueTEC AMG Line	£46010	228	154	48
S-CLASS 2dr coupé Heavyweight contender. Continent smothering luxury. ★★★★★				
S500	£96195	449	207	50
S63 AMG	£125605	577	237	50
S65 AMG	£183075	621	279	50
S-CLASS 4dr saloon Still the best luxury car in the real world. Calm, advanced, rewarding. ★★★★★				
S500 Plug-in Hybrid	£82965	436	65	50
S500 L AMG Line	£88400	449	207	50
S400 Hybrid L SE Line	£97035	328	147	49
S400 Hybrid L AMG Line	£74930	328	153	49
S600 L AMG Line	£140615	523	259	50
S63 AMG L	£119845	577	237	50
S65 AMG L	£179995	621	279	50
Maybach S600	£165700	501	274	50
S300 BlueTEC Hybrid L AMG Line	£72260	204	120	49
S350 BlueTEC AMG Line	£67940	254	151	50
S350 BlueTEC L SE Line	£66910	254	148	50
S350 BlueTEC L AMG Line	£70940	254	154	50
CLS 4dr saloon Saloon-like practicality, coupe-like rewards. ★★★★★				
400 AMG Line	£55855	328	170	50
63 AMG S	£86510	577	231	50
220 BlueTEC AMG Line	£46500	175	129	44
350 BlueTEC AMG Line	£49950	254	-	46

Make and Model	Price	Bhp	CO ₂ /km	Insurance group
CLS 5dr shooting brake Saloon-like practicality, coupe-like rewards. ★★★★★				
63 AMG S	£87010	577	231	50
20 BlueTEC AMG Line	£48000	175	129	44
50 BlueTEC AMG Line	£51400	154	162	47
GLA 5dr 4x4 Not the most practical crossover, but good looking and very decent to drive. ★★★★★				
GLA250 AMG 4Matic	£31295	208	154	37
GLA45 AMG 4Matic	£42460	250	175	43
GLA200 CDI Sport	£28265	134	119	25
GLA200 CDI Sport 4Matic	£29215	134	119	25
GLA200 CDI AMG Line	£27210	134	119	25
GLA200 CDI 4Matic AMG Line	£30215	134	119	25
GLA220 CDI Sport 4Matic	£30645	168	129	28
GLA220 CDI AMG Line 4Matic	£31645	168	129	28
C-CLASS 5dr 4x4 Massively expensive and compromised, but with character to spare. ★★★★★				
350 AMG	£86440	208	295	55
350 BlueTEC	£129665	337	322	55
E-CLASS 5dr 4x4 Decent on road and off despite its size. Nice cabin, too. ★★★★★				
1.350 BlueTEC AMG Sport	£60755	261	209	49
1.6 AMG	£93360	249	288	50
GLK 2dr open Enthusiastic, neat handling and brisk acceleration. ★★★★★				
1.8i weather roadster	£34750	181	158	41
90 CGI BlueTEC Sport	£38710	201	169	44
90 CGI BlueTEC Sport	£44610	202	167	45
1.8i AMG	£55350	146	195	47
GLK250 CDI	£33150	132	142	37
GLK250 CDI AMG Sport	£37150	201	132	43
GL 2dr open Big, luxurious and classier than the royal stude in town. Merc, at its best. ★★★★★				
1.400 AMG Sport	£27505	329	178	50
1.500 AMG Sport	£81920	429	212	50
1.63 AMG	£112520	557	231	50
1.65 AMG	£170825	621	270	50
GL 63 2dr coupé Clever and handsome replacement for the SLs. Different, but very good. ★★★★★				
0 V8	£97200	456	216	50
0 V8 S	£110500	503	219	50
GL 2dr coupé Comfortable big coupé. More GT than sports car. ★★★★★				
1.500	£95545	429	227	50
1.63 AMG	£118885	536	244	50
1.65 AMG	£164840	621	334	50
A-CLASS 5dr 4x4 Roomy, quiet and well-appointed. A proper Merc SUV. ★★★★★				
1.350 BlueTEC SE Exec	£51340	254	189	33
1.63 AMG	£87005	256	276	50
1.250 BlueTEC SE Exec	£48190	201	165	38
1.500 BlueTEC AMG Line	£50805	201	165	38
1.350 BlueTEC AMG Line	£54000	254	189	43
A-CLASS 5dr mpv Expensively appointed mini bus. With matching price tag. ★★★★★				
220 SE	£41845	161	149	9
220 Sport	£44340	161	149	9
220 Extra Long SE	£43380	161	149	9
220 Extra Long Sport	£45875	161	149	9
250 SE	£34520	161	157	9
250 Sport	£46015	161	157	9
250 Extra Long SE	£45055	161	157	9
250 Extra Long Sport	£47550	161	157	9
MG3 ★★★★★				
MG5 5dr hatch Neatly tuned and nicely styled supermini. Flaws covered up by price. ★★★★★				
1.5 3Time	£8399	105	136	4
1.5 3Form	£9299	105	136	4
1.5 3Form Sport	£9549	105	136	4
1.5 3Style	£9999	105	136	4
MG6 5dr hatch Good dynamics and space. Poor finish and running costs. ★★★★★				
9 DTI Diesel S	£13995	148	119	9
9 DTI Diesel TS	£16155	148	119	9
9 DTI Diesel TL	£17995	148	119	9
MINI ★★★★★				
Hatch 3dr hatch Has matured very satisfyingly into a larger footprint. A real contender. ★★★★★				
1.2 One	£13955	102	108	12
1.5 Cooper	£15055	134	105	18
1.5 Cooper D	£18840	109	133	26
1.5 D One	£15075	114	89	11
1.5 Cooper	£16635	114	92	15
1.5 D Cooper	£19655	114	106	23
Hatch 5dr hatch Additional door hardly adds charm. Bottom line embellished nevertheless. ★★★★★				
1.2 One	£14565	102	112	12
1.5 Cooper	£16105	134	109	18
1.5 Cooper D	£19440	109	136	26
1.5 D One	£15675	94	92	11
1.5 Cooper	£17235	114	95	15
1.5 D Cooper	£20255	168	109	23
PACEMAN 3dr coupé Two-door Countryman a Mini too far for us. Tough to like. ★★★★★				
1.6 Cooper	£19115	121	137	16
1.6 Cooper S	£22485	181	139	30
1.6 Cooper S ALL4	£23720	181	145	34
1.6 John Cooper Works	£29575	208	165	34
1.6 Cooper D ALL4	£21645	110	123	14
1.6 Cooper D	£20375	110	111	15
1.0 Cooper SD	£23235	141	119	20
1.0 Cooper SD ALL4	£24335	141	126	19
COUNTRYMAN 5dr 4x4 Big, but still more funky than useful. ★★★★★				
1.6 One 2WD	£17105	97	134	12
1.6 Cooper 2WD	£18625	120	137	16
1.6 Cooper S 2WD	£22005	181	139	30
1.6 Cooper S ALL4 4WD	£23240	181	148	28
1.6 JCW	£28895	215	165	33
1.6 One 2WD	£18135	89	111	13
1.6 Cooper 2WD	£19885	110	118	18
1.6 Cooper ALL4 4WD	£21165	110	123	16
1.0 Cooper SD	£22755	141	119	20
1.0 Cooper SD ALL4 4WD	£24055	141	126	20
MITSUBISHI ★★★★★				
5dr hatch Electric city transport. Fun, quirky but ridiculously expensive. ★★★★★				
EVIE Keiko	£28554	63	0	27

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1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	139	20
1.6 dCi n-tec 2WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	139	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	139	20
370Z 2dr coupé	Great engine and poised handling.			
Lots of road noise	★★★★★			
3.7 V6 Nismo	£37585	345	248	46
3.7 V6	£27445	323	248	46
3.7 V6 GT	£32525	323	248	46
GT-R 2dr coupé	A benchmark. Great drive, brutal power, sensational value.			
3.8 V6 2014 MY	£78030	523	275	50
3.8 V6 Nismo	£125000	523	275	50
NOBLE				
M600 2dr coupé	A new era for the Brit maker.			
Outrageous pace and handling	★★★★★			
4.4 V8	£200000	650	-	-
PEUGEOT				
ION 5dr hatch	Good electric powertrain, comically expensive.			
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
108 3dr hatch	Sister car to the Aygo. And distant second to most city car rivals.			
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	7
1.0 Active S-S	£9845	68	88	6
1.0 Active S-Top	£10845	68	88	7
1.2 VTI Allure	£11095	81	99	11
1.2 VTI Allure Top	£12095	81	99	11
1.2 VTI Allure	£11945	81	99	11
108 5dr hatch	Sister car to the Aygo. And distant second to most city car rivals.			
1.0 Active	£9995	68	95	6
1.0 Active Top	£10995	68	95	7
1.0 Active S-S	£10245	68	88	6
1.0 Active S-Top	£11245	68	88	7
1.2 VTI Allure	£11495	81	99	11
1.2 VTI Allure Top	£12495	81	99	11
1.2 VTI Allure	£12345	81	99	11
208 3dr hatch	Big improvement for Peugeot, if not the supermini class.			
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access +	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.2 VTI Access	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 Xy	£18150	154	135	26
1.6 THP 200 GTi	£19100	197	139	30
1.4 HDi Access+	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 Xy	£17895	91	95	16
1.6 e-HDi 115 Xy	£18545	113	99	20
208 5dr hatch	Big improvement for Peugeot, if not the supermini class.			
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12395	67	99	6
1.2 VTI Access	£13495	81	104	8
1.2 VTI Access +	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16850	118	149	14
1.6 VTI Allure	£17245	118	129	14
1.4 HDi Access+	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 Allure	£18695	113	99	19
308 5dr hatch	Thoughtfully developed and very well appointed but still no class leader.			
1.2 PureTech 82 Access	£14995	81	117	9
1.2 PureTech 110 Active	£17945	108	105	13
1.2 PureTech 110 Allure	£19145	108	107	13
1.2 PureTech 110 Sportium	£17445	108	105	11
1.2 PureTech 130 Active	£18695	128	107	14
1.2 PureTech 130 Allure	£19895	128	110	15
1.2 PureTech 130 GT Line	£21445	128	116	16
1.6 THP 205 GT	£24095	202	130	26
1.6 HDi 92 Access	£16945	91	93	15
1.6 HDi 92 Active	£18645	91	93	15
1.6 Blue HDi 120 Active	£19845	118	82	22
1.6 Blue HDi 120 Allure	£21045	118	84	24
1.6 HDi 115 Active	£19445	113	95	18
1.6 HDi 115 Allure	£20645	113	100	18
1.6 HDi 115 GT Line	£22195	113	100	18
2.0 Blue HDi 150 Allure	£21945	148	97	26
2.0 Blue HDi 150 GT Line	£23495	148	97	26
2.0 Blue HDi 180 GT	£25945	178	103	29
308 SW 5dr estate	Thoughtfully developed and very well appointed but still no class leader.			
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Active	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	108	111	13
1.2 PureTech 130 Active	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 Blue HDi 120 Active	£20745	118	85	20
1.6 Blue HDi 120 Allure	£21945	118	88	21
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	99	15
1.6 HDi 92 Active	£19545	91	99	15
1.2 PureTech 130 GT Line	£22345	128	116	16
1.4 HDi 115 GT Line	£23095	113	100	18
2.0 BlueHDi 150 Allure	£22845	148	105	24
2.0 BlueHDi 150 GT Line	£24395	148	105	26
2.0 BlueHDi 180 GT	£26845	178	107	29
508 4dr saloon	Competent and likeable package, although lacks any real spark.			
2.2 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22195	113	109	24
1.6 e-HDi 115 Allure Nav	£24295	113	111	25
2.0 HDi 140 Active Nav	£22595	140	115	27
2.0 HDi 140 Allure Nav	£24695	140	119	28
2.0 BlueHDi 150 Allure Nav	£25795	148	101	30
2.0 HDi 163 Allure Nav auto	£25695	161	140	30
2.0 HDi Hybrid4 Allure Nav	£31995	201	91	36
508 SW 5dr estate	As good as saloon, only better looking.			
1.6 e-HDi 115 Active Nav	£23395	113	110	24
1.6 e-HDi 115 Allure Nav	£25695	113	112	25
2.0 BlueHDi 150 Allure Nav	£27195	148	102	30
2.0 HDi 140 Active Nav	£23795	140	120	27
2.0 HDi 140 Allure Nav	£26095	140	125	28
2.0 HDi 163 Allure Nav auto	£27995	161	144	30
2.2 HDi 200 GT	£32045	201	144	37
2008 5dr hatch	Efficient and well-mannered but short on space and style.			
1.2 VTI 82 Access +	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Felina Calima	£18150	118	135	19
1.6 VTI 120 Felina Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Felina Calima	£19145	91	103	17
1.6 e-HDi 92 Felina Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Felina Calima SS	£19745	113	105	20
1.6 e-HDi 115 Felina Mistral S	£20045	113	105	20
3008 5dr mpv	Good handling and flexible cabin. Split tailgate a useful touch.			
2.0 HDi 163 Allure Au	£25050	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Active	£19250	118	155	17
1.6 VTI 120 Allure	£22100	118	155	17
1.6 THP 156 Allure	£22050	154	154	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£21645	113	110	18
1.6 e-HDi 115 Allure EGC	£23595	113	112	17
2.0 HDi FAP 150 Active	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	22
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31
5008 5dr mpv	Well resolved ride and handling with a useful 7-seat interior.			
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Active	£21100	118	159	15
1.6 THP 156 Allure	£23750	154	163	19
1.6 HDi 115 Access EGC	£21895	113	113	16
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Access	£22104	113	124	16
1.6 HDi 115 Allure	£24550	113	135	16
2.0 HDi 150 Active	£23750	148	138	20
2.0 HDi 163 Active auto	£24950	161	149	20
2.0 HDi 150 Allure	£25550	148	140	20
2.0 HDi 163 Allure auto	£26750	161	149	19
RCZ 2dr coupé	Classy, interesting, fun coupe. Peugeot's got its mojo back.			
1.6 THP 156 Sport	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDi 163 Sport	£24200	161	130	29
2.0 HDi 163 GT	£26600	161	130	30
PORSCHE				
BOXSTER 2dr open	Honoured, toned and cosmetically enhanced. Scarily brilliant.			
2.7	£40098	261	195	40
3.4 S	£48553	311	211	43
3.4 GT	£54567	326	211	44
CAYMAN 2dr coupé	Roof seals the deal. A five-star car by any measure.			
2.7	£40239	271	195	37
3.4 S	£49478	320	211	41
3.4 GT	£56092	335	211	43
911 2dr coupé	The best just got better. Still more than worthy of its iconic status.			
3.4 Carrera	£74204	345	211	46
3.4 Carrera 4	£79060	345	218	46
3.8 Carrera S	£84240	395	223	47
3.8 Carrera 4S	£89325	395	233	48
3.8 Turbo	£121523	514	227	48
3.8 Turbo S	£143045	552	227	48
3.8 GT3	£101695	468	289	48
911 CARRIOLET 2dr open	The best just got better. Still more than worthy of its iconic status.			
3.4 Carrera	£82864	345	216	49
3.8 Carrera S	£93129	395	228	50
3.4 Carrera 4	£87720	345	223	49
3.4 Targa 4	£87720	345	223	49
3.8 Carrera 4S	£97985	395	235	50
3.8 Targa 4S	£97985	395	237	50
3.8 Turbo	£130148	513	231	50
3.8 Turbo S	£151782	552	231	50
918 SPYDER 2dr open	Porsche's hybrid hypercar. A rare and hugely fast new five-star model.			
4.6 V8	£657400	875	70	50
MACAN 5dr 4x4	Spookily good handling. A sports utility vehicle in the purest sense.			
2.0	£41928	234	175	-
3.0 V6 S	£45345	336	212	40
3.6 V6 Turbo	£61689	395	216	44
3.0 V6 S Diesel	£44871	254	164	39
PANAMERA 5dr hatch	Technically brilliant and with a great cabin. Soulless though.			
3.4 V6 S	£83134	414	207	46
3.0 V6 4S	£86775	414	211	46
3.0 V6 S E-hybrid	£84456	410	71	50
3.6 V6 PDK	£64458	306	199	46
3.6 V6 4 PDK	£68169	306	206	47
4.8 V8 GTS PDK	£94316	424		

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1 Ferrari F12 Berlinetta From £240,000
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2 Aston Martin Vanquish From £190,000
If your money is only intended to buy dazzling exterior beauty, it is best invested in Aston Martin's flagship. ★★★★★



3 Bentley Continental GT V8 From £140,000
It may have lost four cylinders, but the new Audi-sourced V8 is so good that it completely reinvigorates the Conti. ★★★★★



4 Ferrari FF From £227,000
A mighty engine and the drivetrain to handle it. Not the purist's Ferrari by definition – but a more usable one for it. ★★★★★



5 Mercedes S63 AMG Coupé From £125,000
So long in the legs that continents flash by mid-stride. Has a business-like opulence. Not as evocative as some. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI 105 CR S Ecomotive	£17150	104	104	15
1.6 TDI 105 CR SE Ecomotive	£18370	104	106	15
LEON 3dr hatch Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 150 FR	£19700	148	109	20
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
2.0 TSI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	20
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
LEON 5dr estate Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
2.0 TDI 150 SE X-Perience	£24385	148	129	19
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	20
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive ★★★★★				
1.6 TDI 105 i-Tech Ecomotive	£15445	103	119	14
2.0 TDI 140 i-Tech	£16245	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotiv	£16165	103	119	13
XL 2.0 TDI 140 i-Tech	£16965	138	129	19
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting ★★★★★				
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-TECH	£28630	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
SKODA				
CITIGO 3dr hatch The VW Up in entry-level Skoda format ★★★★★				
1.0 60 S	£8275	59	105	1
1.0 60 SE	£9135	59	105	1
1.0 60 Monte Carlo	£10670	59	105	2
1.0 60 Greentech SE	£9495	59	95	1
1.0 60 Greentech Eleg.	£10010	59	95	1
1.0 75 Greentech Eleg.	£10400	74	98	2
CITIGO 5dr hatch The VW Up in entry-level Skoda format ★★★★★				
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 Greentech SE	£9845	59	95	1
1.0 60 Greentech Eleg.	£10360	59	95	1
1.0 75 Greentech Eleg.	£10750	74	98	2
FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find ★★★★★				
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.0 75 SE	£12820	74	108	3
1.0 75 SE L	£13610	74	108	3
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 S DSG	£13740	108	109	13
1.2 TSI 110 SE	£14100	108	110	12
1.2 TSI 110 SE L	£14890	108	110	12
1.4 TDI 90 S	£14090	89	93	12
1.4 TDI 90 SE	£15450	89	93	10
1.4 TDI 90 SE L	£16240	89	93	11
1.4 TDI 105 SE L	£16840	104	95	12
FABIA 5dr estate				
1.0 75 S	£12460	74	109	3
1.0 75 SE	£13965	74	109	3
1.0 75 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	109	13
1.2 TSI 110 SE	£15245	108	110	12
1.2 TSI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14595	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.4 TDI 105 SE L	£17985	104	97	12
1.4 TDI 90 S	£15090	89	93	10
1.4 TDI 90 SE	£16595	89	93	10
1.4 TDI 90 SE L	£17385	89	93	11
RAPID 5dr hatch				
1.6 TDI 105 E	£17145	103	114	16
1.6 TDI 90 Eleg.	£17715	103	114	13
1.6 TDI 90 GreenLine	£17975	103	99	13
1.6 TDI 90 GreenTech Eleg.	£17965	103	104	13
1.6 TDI 90 GreenTech SE	£17215	103	104	13
1.6 TDI 90 S	£16015	103	114	13
1.6 TDI 90 SE	£16965	103	114	13
1.2 TSI 86 S	£13350	74	137	7
1.2 TSI 86 SE	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.4 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	15
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
RAPID SPACEBACK 5dr estate Estate shape makes most sense of Rapid's skinny body ★★★★★				
1.6 TDI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14750	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G'tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16950	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17355	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26630	178	135	25
2.0 TSI 220 vRS	£23830	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 Greenline	£20225	108	90	15
1.6 TDI 110 SE Business GreenL	£20225	108	90	19
2.0 TDI 150 SE	£20535	148	106	19
2.0 TDI 150 SE Business	£20535	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26465	148	107	22
2.0 TDI 184 vRS	£24075	181	117	26
OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21425	108	90	15
1.6 TDI 110 SE Business G'line	£21425	108	90	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27830	178	136	25
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	107	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	21
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
ROOMSTER 5dr mpv Quirky looks, talented package, awkward image ★★★★★				
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TSI 105 SE	£16325	74	109	9
1.2 TDI 75 Greenline II	£15415	89	124	11
1.6 TDI CR 90 SE	£15965	89	124	11
1.6 TDI CR 90 Scout	£15640	104	124	13
1.6 TDI CR 105 SE	£16190	104	124	13
1.6 TDI CR 105 Scout	£16190	104	124	13
YETI 5dr 4x4 Useful, versatile cabin. Good handling and engines ★★★★★				
1.6 TDI 105 Outdoor SE B'nes G	£19915	103	119	14
2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14
2.0 TDI 140 Outdoor SE B'nes S	£22320	138	152	18
1.2 TSI 105 S	£16915	103	142	13
1.2 TSI 105 SE	£16915	103	142	13
1.2 TSI 105 SE	£18425	103	142	13
1.2 TSI 105 Outdoor SE	£18425	103	142	13
1.2 TSI 105 Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor L&K 4WD	£20940	158	242	14
1.6 TDI				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
VERSO 5dr mpv Ride is firm and boot space limited with all seats in use ★★★★★				
1.6 V-matic Active Sst	£17770	130	157	13
1.6 V-matic Active Tst	£18300	130	157	13
1.6 V-matic Icon Tst	£20300	130	157	14
1.8 V-matic Icon M'Drive Tst	£21800	145	153	15
1.8 V-matic Excel M'Drive Tst	£24300	145	150	15
1.6 D-4D Active	£19990	122	119	13
1.6 D-4D Icon	£21995	122	119	14
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricey to buy and run ★★★★★				
4.5 D-4D	£65725	286	250	48
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle. ★★★★★				
Spongy on road				
3.0 D-4D 188 LC3	£32765	185	214	31
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle. ★★★★★				
Spongy on road				
3.0 D-4D 190 LC3	£37015	187	213	31
3.0 D-4D 190 LC4	£47465	187	213	34
3.0 D-4D 190 LC5	£52915	187	213	38
GT86 2dr coupé A tail-out tribute to all our favourite things. Splendid. Cheaper now, too ★★★★★				
2.0 Primo	£23000	197	180	33
2.0 GT86	£25000	197	180	33
2.0 Aero	£27500	197	192	33
2.0 Giallo	£27500	197	180	34
2.0 GT86 auto	£25995	197	164	33
VAUXHALL				
VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive ★★★★★				
1.0 Ecoflex SE A-C	£8665	73	99	-
1.0 SE A-C	£8490	73	104	-
1.0 SE	£7995	73	104	-
1.0 Ecoflex SE	£8170	73	99	-
1.0 SL	£9495	73	104	-
ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it ★★★★★				
1.0 S-5 Jam	£13630	113	114	3
1.0 S-5 Glam	£15000	113	114	3
1.0 S-5 Slam	£15000	113	114	3
1.0 S-5 Rocks Air	£16995	113	119	3
1.2 Jam	£11630	69	124	3
1.2 Jam S-5	£11925	69	118	3
1.2 Glam	£13000	69	124	3
1.2 Glam S-5	£13295	69	118	3
1.2 Slam	£13500	69	124	3
1.2 Slam S-5	£13795	69	118	3
1.4 8T Jam	£11955	86	129	6
1.4 8T Glam	£13325	86	129	6
1.4 8T Slam	£13825	86	129	6
1.4 100 Jam	£12480	99	129	9
1.4 100 Jam S-5	£12775	99	119	9
1.4 100 Glam	£13850	99	129	9
1.4 100 Glam S-5	£14145	99	119	9
1.4 100 Slam	£14350	99	129	9
1.4 100 Slam S-5	£14645	99	119	9
1.4T 150 Grand Slam	£16995	148	139	14
CORSA 3dr hatch Very refined, stylish and practical. ★★★★★				
Engines not so good				
1.0i 90 S-5 Design	£12910	89	102	9
1.0i 90 S-5 SRI	£13605	89	102	9
1.0i 90 S-5 SE	£14250	89	102	9
1.0i 115 S-5 Sting	£10825	113	-	12
1.0i 115 S-5 Sting R	£11175	113	-	12
1.0i 115 S-5 SRI VX-Line	£14640	113	-	12
1.2i 70 Life	£11080	69	126	2
1.2i 70 Sting	£9175	69	126	2
1.2i 70 Design	£11080	69	126	2
1.2i 70 SRI	£11775	69	126	2
1.2i 70 SRI VX-Line	£12810	69	126	2
1.2i 70 SE	£12420	69	126	2
1.4i 90 Life	£11425	89	121	6
1.4i 90 Sting	£9520	89	121	6
1.4i 90 Design	£11425	89	121	6
1.4i 90 Easytronic Design	£12080	89	119	6
1.4i 90 SRI	£12120	89	121	6
1.4i 90 SRI VX-Line	£13155	89	121	6
1.4i 90 SE	£12765	89	121	6
1.4i 100 Turbo SRI	£12775	89	119	10
1.4i 100 Turbo SRI VX-Line	£13810	89	119	10
1.3 CDTi 75 S-5 Life	£13330	74	99	6
1.3 CDTi 75 S-5 Design	£13330	74	99	6
1.3 CDTi 75 S-5 SRI	£14025	74	99	6
1.3 CDTi 75 S-5 SRI VX-Line	£15060	74	99	6
1.3 CDTi 75 S-5 SE	£14670	74	99	6
1.3 CDTi 95 S-5 SRI	£14525	94	85	9
1.3 CDTi 95 S-5 SRI VX-Line	£15560	94	85	-
1.3 CDTi 95 S-5 SE	£15170	94	85	-
CORSA 5dr hatch Very refined, stylish and practical. ★★★★★				
Engines not so good				
1.0i 90 S-5 Design	£13510	89	102	9
1.4i 90 S-5 SRI	£14205	89	102	9
1.0i 90 S-5 SE	£14850	89	102	9
1.0i 115 S-5 Sting	£11425	113	-	12
1.0i 115 S-5 SRI VX-Line	£15240	113	-	12
1.2i 70 Life	£11680	69	126	2
1.2i 70 Sting	£9775	69	126	2
1.2i 70 Design	£12745	69	126	2
1.2i 70 SRI	£12375	69	126	2
1.2i 70 SRI VX-Line	£13410	69	126	2
1.2i 70 SE	£13020	69	126	2
1.4i 90 Life	£12025	89	121	6
1.4i 90 Sting	£10120	89	121	6
1.4i 90 Design	£12025	89	121	6
1.4i 90 Easytronic Design	£12680	89	119	6
1.4i 90 SRI	£12720	89	121	6
1.4i 90 SRI VX-Line	£13755	89	121	6
1.4i 90 SE	£13655	89	121	6
1.4i 100 Turbo SRI	£13375	99	119	10
1.4i 100 Turbo SRI VX-Line	£14410	99	119	10
1.4i 100 Turbo SE	£14020	99	119	10
1.3 CDTi 75 S-5 Life	£13930	74	99	6
1.3 CDTi 75 S-5 Design	£13930	74	99	6
1.3 CDTi 75 S-5 SRI	£14625	74	99	6
1.3 CDTi 75 S-5 SRI VX-Line	£15660	74	99	6
1.3 CDTi 75 S-5 SE	£15270	74	99	6
1.3 CDTi 95 S-5 SRI VX-Line	£16160	94	85	-
1.3 CDTi 95 S-5 SRI	£15770	94	85	-
ASTRA 5dr hatch Good handling, nice engines but over-gearred. Focus is better ★★★★★				
1.6i 100 Design	£16835	94	104	9
1.4i VVT 100 Excite	£15445	99	129	9
1.4i VVT 100 Design	£17920	99	129	9
1.6i VVT 100 Tech Line	£16770	99	129	9
1.6i CDTi 110 ecoFLEX Design S-	£22375	108	97	9
1.6i CDTi 110 ecoFLEX Elite S-5	£23175	108	97	9
1.6i CDTi 110 ecoFLEX S-5	£21740	108	97	9
1.6i CDTi 110 e FLEX Tec Ln S-5	£18910	108	97	9
1.6i CDTi 136 ecoFLEX S-5	£23075	134	104	9
1.6i CDTi 136 ecoFLEX SRI S-5	£23335	134	104	9
1.6i CDTi 136 e FLEX Design S-5	£18330	134	104	9
1.6i CDTi 136 e FLEX Tec Ln S-5	£19505	134	104	9
1.6i CDTi 110 e FLEX Tec LnGT S-5	£19770	108	97	9
1.6i CDTi 136 e FLEX Tec LnGT S-5	£20365	134	104	9
1.6i VVT 115 Design	£16160	114	147	12
1.6i VVT 115 Excite	£18635	114	147	12
1.6i VVT 115 Tech Line GT	£17610	114	147	12
1.6i VVT Tech Line	£17485	114	147	12
2.0 CDTi 165 e FLEX Tech LS-5	£19195	158	119	21
2.0 CDTi 165 Tech Line GT S-5	£20855	158	119	21
1.4i VVT 100 SRI	£18865	99	129	9
1.4T SRI	£20220	138	138	17
1.6i VVT Elite	£21275	114	147	12
1.6i VVT SRI	£19580	114	147	12
2.0 CDTi 165 ecoFLEX Elite S-5	£24260	158	119	21
2.0 CDTi 165 ecoFLEX SRI S-5	£22825	158	119	21
2.0 CDTi 195 Biturbo S-5	£24205	192	134	21
ASTRA 5dr estate More composed than the hatch. A very decent small estate ★★★★★				
1.3 CDTi 95 ecoFLEX Design S-5	£18200	94	109	9
1.4i VVT 100 Design	£16480	99	137	9
1.4i VVT 100 Tech Line	£17805	99	137	9
1.6i CDTi 110 ecoFLEX Elite S-5	£24190	108	97	14
1.6i CDTi 110 e FLEX Design S-5	£18755	108	97	14
1.6i CDTi 110 e FLEX SRI S-5	£22755	108	97	14
1.6i CDTi 110 e FLEX Tech Ln S-5	£19930	108	97	14
1.6i CDTi 136 ecoFLEX Elite S-5	£24785	134	104	14
1.6i CDTi 136 e FLEX Design S-5	£19350	134	104	14
1.6i CDTi 136 e FLEX SRI S-5	£23350	134	104	14
1.6i CDTi 136 e FLEX Tech Ln S-5	£20525	134	104	14
1.6i VVT 115 Design	£17145	114	149	12
1.6i VVT 115 Elite	£22295	114	149	12
1.6i VVT Tech Line	£18505	114	149	12
2.0 CDTi 165 Elite S-5	£25275	162	124	20
2.0 CDTi 165 Tech Line S-5	£21015	162	124	20
1.6i VVT SRI	£20600	114	149	12
2.0 CDTi 165 S-5 SRI	£23840	162	124	21
2.0 CDTi 195 Biturbo S-5	£25220	192	134	21
ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match ★★★★★				
1.4T 16v 140 Sport auto	£21570	118	159	16
1.4T 16v 140 SRI auto	£22795	118	159	16
1.6T 200 Sport S-5	£21595	202	168	25
1.6T 200 SRI S-5	£22820	202	168	25
2.0 CDTi 165 Sport auto	£23780	163	149	20
2.0 CDTi 165 SRI auto	£25005	163	149	20
1.4T 16v 120 Sport S-5	£19355	118	139	13
1.4T 16v 120 SRI S-5	£20245	118	139	16
1.4T 16v 140 SRI S-5	£21070	118	139	14
2.0 CDTi GTC S-5	£21470	138	139	16
2.0 CDTi GTC SRI 165	£22300	163	127	20
2.0 CDTi GTC SRI 165	£22620	276	189	35
2.0 CDTi 195 Biturbo S-5	£23525	163	127	20
2.0 CDTi 195 Biturbo S-5	£24520	192	129	-
CASCADA 2dr open Comfortable and credible alternative to the usual ragtops ★★★★★				
1.6T 200 200 Elite	£29510	202	168	24
1.6T 200 200 Sport	£26615	202	168	24
1.6T 200 SE S-5	£24500	138	148	20
1.4T 140 SE S-5	£27875	138	148	21
1.4T 140 SRI SE Au	£27600	168	168	24
1.6T SIDI 170 Elite Au	£30495	168	168	24
2.0 CDTi 165 SE S-5	£26480	163	138	23
2.0 CDTi 165 Elite S-5	£28580	163	138	23
2.0 CDTi 195 Biturbo Elite S-5	£30605	192	138	27
INSIGNIA 5dr hatch Nearly as good as a Mondeo. ★★★★★				
Intersteering				
1.4T 140 SRI Nav	£20394	138	123	15
1.4T 170 Elite Nav	£24229	168	139	20
1.8i VVT SRI Nav	£17679	138	164	14
1.8i VVT SRI Nav	£19479	138	164	14
2.0 CDTi 120 Design Nav	£19934	118	99	15
2.0 CDTi 120 Elite Nav	£24114	118	99	16
2.0 CDTi 120 SRI Nav	£21734	118	99	15
2.0 CDTi 120 SRI Nav	£21934	118	99	16
2.0 CDTi 130 Design Nav	£18244	128	112	16
2.0 CDTi 130 Design Nav	£19094	128	112	16
2.0 CDTi 130 Energy	£21614	128	112	16
2.0 CDTi 130 SE	£20044	128	112	16
2.0 CDTi 130 SRI	£20044	128	112	16
2.0 CDTi 130 SRI Nav	£20894	128	112	16
2.0 CDTi 130 SRI VX-Line	£21264	128	112	16
2.0 CDTi 130 SRI VX-Line Nav	£21214	128	112	16
2.0 CDTi 140 Design Nav	£20184	138	99	18
2.0 CDTi 140 Elite Nav	£24364	138	99	19
2.0 CDTi 140 SRI Nav	£21984	138	99	19
2.0 CDTi 140 SRI VX-Line Nav	£23204	138	99	19
2.0 CDTi 170 SRI Nav	£22134	168	114	20
2.0 CDTi 170 SRI Nav	£25804	192	125	24
2.0 CDTi 195BiturboEliteNav auto	£28359	192	149	24
2.0 CDTi 195BiturboSRI Vx-LnNav	£27024	192	125	24
2.0T 250 Elite S-5	£24814	247	169	26
2.0T 250 SRI VX-Line Nav	£23654	247	169	26
2.8T VXR Supersport	£30129	321	249	37
1.4T 140 Design	£17744	138	123	15
1.4T 140 Design	£18594	138	123	15
1.4T 140 Energy	£21199	138	123	15
1.4T 140 SRI	£19544	138	123	15
1.4T 140 SE	£19544	138	123	15
1.4T 140 Tech Line	£20394	138	123	15
1.6T 170 Elite	£23379	168	139	20
1.8i VVT Design	£16829	138	164	14

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
BEETLE 2dr open Huge improvement, but Golf underneath is superior. ★★★★★				
1.2 TSI 105	£19230	104	129	15
1.2 TSI 105 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels. ★★★★★				
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29285	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	29
2.0 TDI 140 BMT GT	£26115	138	119	24
2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 TDI 177 BMT R-Line	£30470	177	120	28
EOS 2dr cc Pleasant and predictable drive. Feeling old now. ★★★★★				
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	30
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
SCIROCCO 3dr coupé A complete coupe. Entertaining, practical and stylish. ★★★★★				
1.4 TSI 125	£20735	123	125	22
1.4 TSI 125 GT	£22585	123	125	23
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-Line	£28195	217	139	37
2.0 TSI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	27
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized prospect. ★★★★★				
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£24115	118	105	12
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
PASSAT 5dr estate Supremely well-executed family-sized prospect. ★★★★★				
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
PHAETON 4dr saloon Big VW feels old now, and struggles to justify its price. ★★★★★				
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration. Bland appearance. ★★★★★				
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	149	12
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 BlueTech SE	£23855	104	121	14
2.0 TDI 140 Blue Tech SE	£25620	138	127	19
2.0 TDI 140 BlueTech Sp.	£27080	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper. ★★★★★				
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16

AUTOCAR TOP FIVES

Crossovers



1 Nissan Qashqai From £18,000
Virtually invented the crossover segment. The latest version, subtly better all round, retakes the class lead. ★★★★★



2 Ford Kuga From £21,000
Bigger and bolder than its predecessor, but it's the unmatched dynamics that make the Kuga a familiar option. ★★★★★



3 Mazda CX-5 From £21,000
Larger than you'd think; probably better, too. Skyactiv diesel engine is one of the best. Interior less compelling. ★★★★★



4 Honda CR-V From £21,000
Decent, but incredibly sensitive to spec. Get it right and it'll measure up. Get it wrong and it probably won't. ★★★★★



5 Kia Sportage From £18,000
Seems oddly long in the tooth now, but clever looks mean it still cuts a dash. A replacement is on the horizon. ★★★★★

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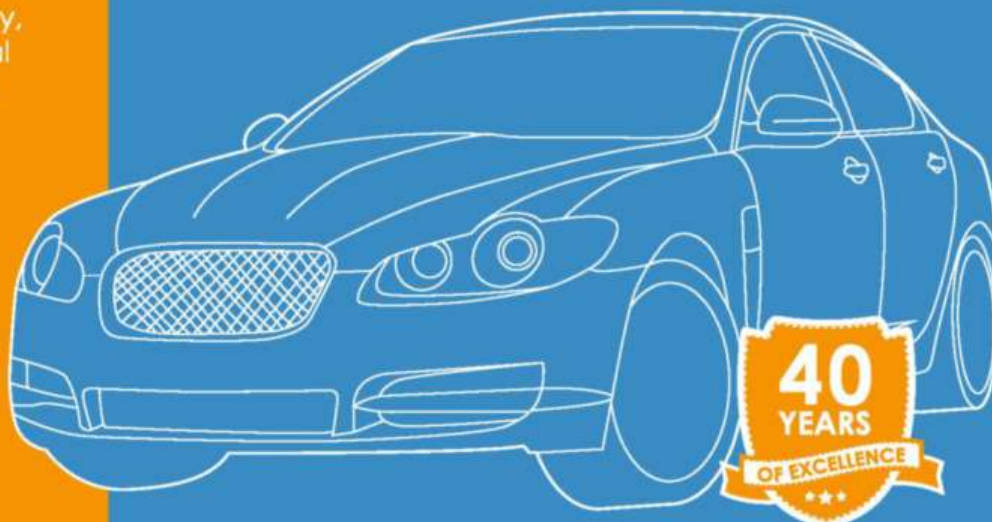
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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/touring	Weight (kg)	TEST DATE		
LOTUS														
ELISE 2dr roadster	★★★★☆	1.6	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé	★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09	30.3.11
Evora S 2+0	★★★★	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430		
EXIGES 2dr coupé	★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13	
Exige S														

MASERATI													
GRANTURISMO 2dr coupé	★★★★☆	4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27 1975	2.2.08
GRANCABRIO 2dr open	★★★★☆	4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22 2085	14.7.10
GHIBLI 4dr saloon	★★★★☆	Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40 1835	12.3.14

MAZDA														
2.5dr hatch	★★★★☆	1.5 SkyV-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3.5dr hatch	★★★★☆	2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV	★★★★☆	1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6.4dr saloon/5dr estate	★★★★☆	2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
MX-5 2dr open	★★★★☆	1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr hatch	★★★★☆	1.5D SE-L Nav	110	10.3	34.7	10.3	-	10.4	199	34.8	59/60	1275	22.7.15	
CX-5 5dr hatch	★★★★☆	2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN													
650S 2dr coupé/roadster	★★★★★												
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13	
P1 2dr coupé	★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14	

MERCEDES-AMG														
C63 4dr saloon	★★★★★	C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé	★★★★★	S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ														
A-CLASS 5dr hatch	★★★★	A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG			168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	★★★★	B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr	★★★★	C63 AMG Black 186	40	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775		5.9.12
NEW C-CLASS 4dr	★★★★	C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé	★★★★	220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc	★★★★	SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★	E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	★★★★	E250 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	★★★★	E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate	★★★★	350 CDI BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
S-CLASS 4dr saloon/2dr coupé	★★★★	350 CDI S/Brake	150	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S350 Bluetec	★★★★	S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	★★★★	S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4	★★★★	220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4	★★★★	ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	★★★★	GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible	★★★★	SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	★★★★	SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	★★★★	SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

MG												
3.5dr hatch	★★★★☆											
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6.5dr hatch	★★★★☆											
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI														
MINI 3dr hatch	★★★★	Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	★★★★	JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
COUNTRYMAN 5dr hatch	★★★★	Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé	★★★★	JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible	★★★★	Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI													
ASX 5dr hatch ★★★★★													
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10	
OUTLANDER 5dr 4x4 ★★★★★													
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13	
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14	

MORGAN													
PLUS 8 2dr convertible ★★★★★													
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12	
3 WHEELER 2dr convertible ★★★★★													
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12	

NISSAN													
Make and Model		Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mph test/boaring	Weight (kg)	TEST DATE
MICRA	★★★★	1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53 1002	19.1.11
NOTE	★★★★	1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54 1036	9.10.13
PULSAR	★★★★	1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57 1307	12.11.14
JUKE	★★★★	Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46 1230	3.11.10
Nismo 1.6	★★★★	Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39 1295	22.5.13
Nismo RS	★★★★	Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35 1341	11.3.15
LEAF	★★★★	Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m 1545	27.4.11
QASHQAI	★★★★	1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56 1365	19.2.14
X-TRAIL	★★★★	1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48 1550	13.8.14
370Z	★★★★	370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34 1508	29.7.09
GT-R	★★★★	Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28 1775	6.5.09

MICRA 5dr hatch ★★★★★ ☆												
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.11.1
NOTE 5dr hatch ★★★★★ ☆												
1.2 Acenta Pkm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★★★★ ☆												
1.5 dCi-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUKE 5dr hatch ★★★★★ ☆												

PEUGEOT													
208 3/5dr hatch	★★★★	1.2 VTI Active	109	14.2	-	14.5	9.1	2.9	81	87	21.2	41/45 1080	18.7.12
GTI 30th	★★★★	GTI 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42 1160	11.2.15
308 3/5dr hatch	★★★★	1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59 1395	15.1.14
508 SW estate	★★★★	2.0 HDI 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46 1680	25.5.11
2008 Mini SUV	★★★★	1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59 1180	19.6.13
3008 5dr hatch	★★★★	Sport HDI150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50 1580	11.11.09
Hybrid4	★★★★	Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+36221+14832.7	41/49	1790	25.1.12	
5008 5dr MPV	★★★★	1.6 HDI 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48 1547	27.1.10
RCZ 3dr coupé	★★★★	R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44 1355	12.2.14

NOBLE														
M600 2dr coupé	★★★★★	S 3.4	172	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32	1420	27.6.12
M600		2.7	165	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34	1385	24.4.13
PEUGEOT														
208 3/5dr hatch	★★★★★	1.6	109	4.3	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
1.2 VTi Active		143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15	
GTI 30th		109	4.3	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12	
208 3/5dr hatch	★★★★★	1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
1.6 e-HDi 115		118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14	
508 SW estate	★★★★★	2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
2.0 HDi 163		138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11	
208 Mini SUV	★★★★★	1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
1.6 e-HDi		117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13	
308 5dr hatch	★★★★★	Sport HDi 150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.1.12
1.6 HDi 110		118	9.0	31.6	8.9	8.6	2.6	167	161+36221	14832.741	49	1790	25.5.09	
Hybrid4		118	9.0	31.6	8.9	8.6	2.6	167	161+36221	14832.741	49	1790	25.5.09	
508 5dr MPV	★★★★★	1.6 HDi 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10
1.6 HDi 110		114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10	
RCZ 3dr coupé	★★★★★	R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14
R THP 270		155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14	

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AK 7	GS 146	M 36	1111 T	65 AN	45 EP	KS 17	15 PU	H11 AAL	V7 ASW	S1 CKW	L25 DRN
AML 77	17 H	M 55	58 T	10 BA	EE 11	36 KS	68 RD	K155 AAL	T99 ASJ	R4 CLF	DRS 82D
10 BCC	H 97	M 63	94 T	25 BF	33 FD	KW 48	92 RD	ABE 641L	HO05 AYN	P6 CMC	R6 DSM
BJ 3	HAJ 1G	FSO 1	TES5S	30 BV	27 FK	19 LD	34 RE	K9 ABJ	X1 BAL	K6 CMC	V7 DSW
BK 4	HB 7	MT 5	TH11MAS	42 BL	34 FM	11 LE	27 RM	N44 ABM	P10 BAY	A1 CNH	T6 DTB
BN 6	4 HER	MT 15	T1 TCH	90 BL	48 FP	30 LE	RG 65	L22 ACK	L4 BDG	HA11 COP	DUG 506T
BR 6	5 HER	333 MW	111 TK	86 BL	FV 10	78 LF	RG 67	L20 AEP	BEV 77L	J10 COW	OO11 DVP
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2 DOG	333 JJJ	18 O	V1NEE	CB 26	HM 33	22 MU	86 SN	K9 ALV	H13 BJH	R10 DAP	V6 ENG
5 DOS	JON 1N	OI 3	22 WWW	88 CN	56 HM	56 ND	SN 13	X888AMC	T20 BKR	N7 DBN	S1 EOS
1 DR	JOY 1S	1111 P	WM 6	43 CS	10 HY	26 NE	86 TK	S1 AMF	P9 BLO	M7 DCG	ERM 11N
DT 6	JS 535	21 P	WC 45	49 CS	56 JA	33 NF	65 TU	WB12 AML	Y1 BMG	A9 DCS	J111 ESF
1 DT	JW 260	999 PH	4 WD	13 CT	JB 39	29 NL	24 TN	P11 AMV	B12 BML	R76 DDA	E11 ESP
E 33	JW 8	8 PL	22 XXX	19 CT	39 JD	84 NT	75 TN	N15 ANN	V88 BMW	X64 DDY	P4 ETC
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FM 19	K1 RRK	10 R	7 XC	73 DN	JB 72	77 OO	TK 25	H5 ATO	V6 CBX	S500 DHP	S1 EVP
FC 6	K4AHN	4 RON	20 Y	73 DS	41 JN	11 PF	57 UD	T5 ATO	MV51 CCC	A8 DKP	H12 EWG
4 FFF	KS 5	5 RY	7 YN	DL 95	JP 11	69 PN	70 WN	H9 ATP	MU51 CDW	H6 DLN	L33 FCE
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MATT BURT

Rear View Mirror: tales from our archive

BMW X5 Le Mans

11 October 2000



BMW took a famous win at the Le Mans 24 Hours in 1999 with the V12 LMR, but by the following year the company was already pumping its resources into its Formula 1 partnership with Williams.

Rather than throw leftover components away, however, BMW's engineers decided to find out what would happen if they transplanted the racing car's 6.0-litre V12 into an X5 to, as Autocar's Andrew Frankel reported, "test the X5 concept to the limit".

In its Le Mans race trim, the 6.0-litre motor pumped out 600bhp but only because it was forced by regulations to breathe through a restrictor in its inlet tract. For the special X5, Munich's engineers removed the restrictor, freeing up another 100bhp.

The X5 Le Mans needed substantial tweaks before it could safely deploy that horsepower and 520lb ft. The six-speed gearbox and rear differential came from BMW's M division, the suspension was lowered and race-spec springs, dampers and anti-roll bars fitted. The brakes were full race items located within 20in BBS magnesium rims shod with 315/35 tyres at the back, and 275/40s at the front. There was neither anti-lock nor traction control. The cockpit was barely changed. "There's a roll cage around the

'The X5 feels very, very quick. We hit 150mph in fourth, skimming across the puddles, Stuck's will stepping in when grip runs out'

driver's race seat, itself equipped with a full harness," wrote Frankel. "The passenger knows no such refinements and is left to slide around in a standard seat with a conventional seatbelt. It has electric windows, central locking, air conditioning and even a sunroof.

"How futile is this car? Sensationally so. Its engine would fail every emissions test, making the car unusable on the road, while its 2200kg weight (not to mention its sky-high centre of gravity) means it would be utterly hopeless as a track machine."

A few days before Andrew Frankel had his passenger ride around the Nürburgring in the X5 Le Mans, its driver, Hans Stuck, had been asked to try to break the eight-minute barrier around the Nordschleife.

"His out-lap was 8min 6sec, it rained on the second lap and the car broke on the third," reported Frankel. Fortunately, there were no such problems on Autocar's hot lap.

"We set off, Stuck revelling in the engine's incredible torque spread, using as little as 3000rpm before wanting the revs up to 8000rpm between changes.

"On the near flat-out run up the mountain from Bergwerk to the Karussell, he is dazzling and effortless; entirely within himself, yet utterly committed. The X5, so big and slow in the tight turns, suddenly feels fluid, almost agile and very, very quick. We hit 150mph in fourth, skimming across the puddles, Stuck's will stepping in when simple grip runs out.

"Right in the most difficult section of track, we run into a wall of fog. The sum total of Stuck's reaction to such potentially cataclysmic weather is to say: 'Ah. Fog.' He never mentions it again."

Although Autocar's man described the X5 Le Mans as "heroically pointless", he was glad it existed.

"A cynic would call it a cheap stunt using now-useless parts from a canned Le Mans programme. To me, it proves blood pumps beneath the sharp suits in Munich and for that alone, its value is legitimate, evident and enormous."

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